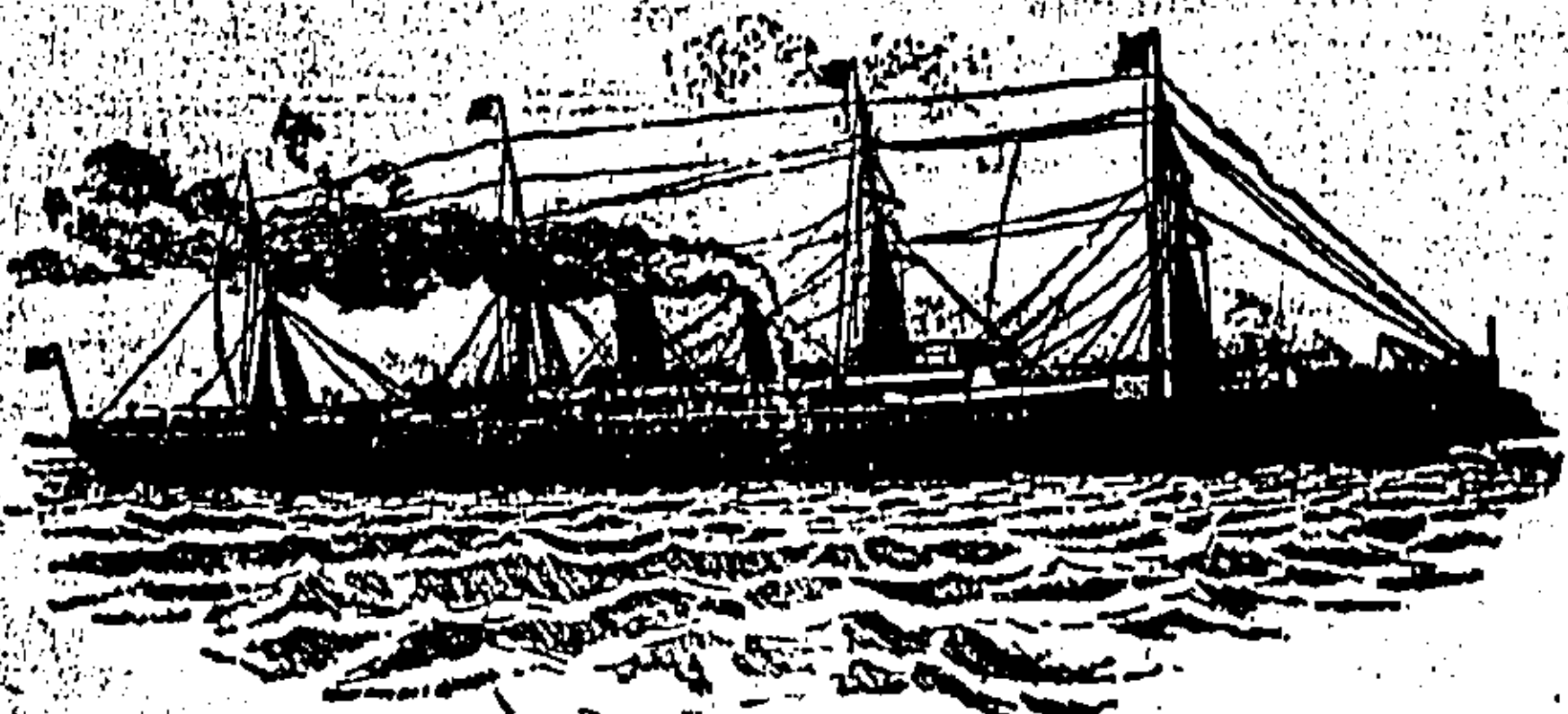






## Mails.

## U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.,  
TOYO KISEN KAISHA.

TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED STATES, MEXICO,  
CENTRAL AND SOUTH AMERICA AND EUROPE:

## PROPOSED SAILINGS FROM HONGKONG.

|                |                  |                                     |
|----------------|------------------|-------------------------------------|
| "CHINA"        | 5,060 Gross Tons | THURSDAY, 15th September, at Noon.  |
| "DORIC"        | 4,784 "          | TUESDAY, 27th September, at Noon.   |
| "MANOHUBA"     | "                | SATURDAY, 8th October, at Daylight. |
| "KOREA"        | 11,276 "         | TUESDAY, 1st November, at Noon.     |
| "GABLO"        | 4,205 "          | THURSDAY, 10th November, at Noon.   |
| "MONGOLIA"     | 13,639 "         | TUESDAY, 22nd November, at Noon.    |
| "COPTIC"       | 4,352 "          | "                                   |
| "AMERICA MARU" | 6,300 "          | "                                   |

Record Trip Yokohama to San Francisco made by s.s. "KOREA," 11,276 tons, Oct. 18th-18th, 1902; 10 days, 15 hours.

THE P. M. Steamship "CHINA" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on THURSDAY, the 15th instant, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (First-class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES and CANADIAN PORTS, Special rates (first class only) are granted and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

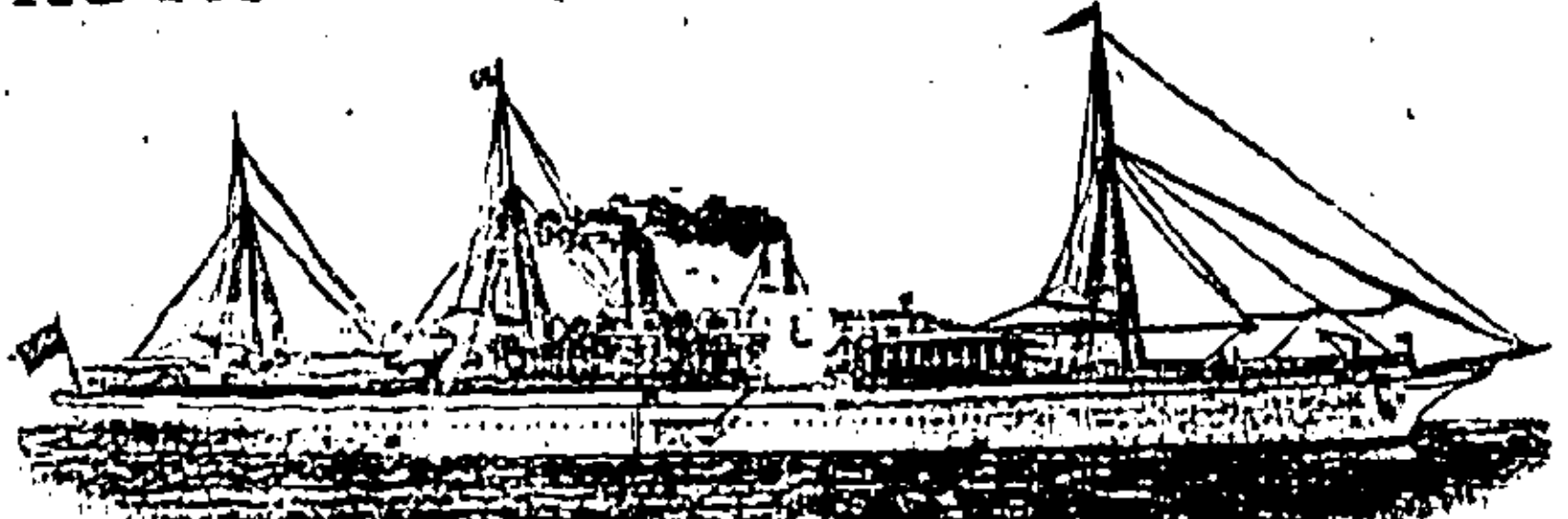
## FEATURES OF THIS LINE.

The largest and steadiest and fastest passenger ships on the Pacific.  
Southern Route; passengers enjoy out-looks throughout; deck bathing. The call at Honolulu, Oahu, the most fertile and beautiful island of the Pacific. The only line to San Francisco, the greatest port of the Pacific.  
Sailings positively on schedule date.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

E. W. TILDEN, Agent.

Hongkong, 8th September, 1904.

CANADIAN PACIFIC RAILWAY COY'S  
ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA  
AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)

SAFETY. SPEED. PUNCTUALITY.

SAVING 3 TO 7 DAYS ACROSS THE PACIFIC.

"EMPRESS" Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 10 Knots.

PROPOSED SAILINGS FROM HONGKONG.—(SUBJECT TO ALTERATION).

R.M.S. "EMPRESS OF JAPAN" 6,000 Tons..... WEDNESDAY, 21st September.

"ATHENIAN" 4,445 "..... WEDNESDAY, 12th October.

"EMPRESS OF CHINA" 6,000 "..... WEDNESDAY, 19th October.

"TARTAR" 4,425 "..... WEDNESDAY, 26th November.

"EMPRESS OF INDIA" 6,000 "..... WEDNESDAY, 16th November.

"EMPRESS OF JAPAN" 6,000 "..... WEDNESDAY, 14th December.

Hongkong to London, 1st Class..... via St. Lawrence 46s. via New York 52s.

Hongkong to London, Intermediate..... 44s.

Steamers, and 1st Class Rail..... 44s.

THE magnificent Twin-screw "EMPRESS" Steamships pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Passengers Booked through to all principal points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.

For further information, Maps, Guides, Hand Books, Rates of Freight and Passage, apply to

D. W. CRADDOCK, Acting General Agent,  
6, Pedder's Street.

Hongkong, 24th August, 1904.

HAMBURG-AMERIKA LINIE.  
OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; NORTH AND SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG  
SUBJECT TO ALTERATION.

| STEAMERS.      | DESTINATIONS.                                                                        | SAILING DATES.                       |
|----------------|--------------------------------------------------------------------------------------|--------------------------------------|
| SAMBIA.....    | HAVRE, BREMEN AND HAMBURG.<br>(Calling at S'PORE, PENANG & COLOMBO).                 | 20th Sept. Freight.                  |
| SCANDIA.....   | HAVRE, BREMEN AND HAMBURG.<br>(ex-KONIGSBERG) (Calling at S'PORE, PENANG & COLOMBO). | 3rd October. Freight and Passengers. |
| SURVIA.....    | HAVRE AND HAMBURG.<br>(Calling at S'PORE, PENANG & COLOMBO).                         | 18th October. Freight.               |
| BRISGAVIA..... | HAVRE AND HAMBURG.<br>(Calling at S'PORE, PENANG & COLOMBO).                         | 1st Nov. Freight.                    |
| SLAVONIA.....  | HAVRE AND HAMBURG.<br>(ex-STRASSBURG) (Calling at S'PORE, PENANG & COLOMBO).         | 15th Nov. Freight and Passengers.    |

For further Particulars, apply to

HAMBURG-AMERIKA LINIE,  
HONGKONG OFFICE,  
No. 1, Onnes's Buildings.

Hongkong, 8th September, 1904.

## TSIN TING

LATEST METHODS OF DENTISTRY.

Studio at No. 14, D'ARVILLE STREET.

Reasonable Fees.

Consultation Free.

Hongkong, 30th July, 1904.

## THE AMERICAN SYSTEM

DENTISTRY.

M. H. CHAUN, D.D.S.

37, DES VUEX ROAD CENTRAL, HONGKONG.

From the University of Pennsylvania, U.S.A.

Hongkong, 4th June, 1904.

## Shipping—Steamers.

HONGKONG, CANTON, MACAO AND  
WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO  
STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION  
COMPANY, LTD.

## HONGKONG-CANTON LINE.

|                   |                 |                        |
|-------------------|-----------------|------------------------|
| S.S. "HONAM"..... | 2,365 tons..... | Captain R. D. Thomas.  |
| "POWAN".....      | 2,138 "         | G. F. Morrison, R.N.R. |
| "FATSHAN".....    | 2,200 "         | W. A. Valentine.       |
| "HANKOW".....     | 2,073 "         | B. Branch.             |
| "KINSHAN".....    | 2,060 "         | J. J. Lossius.         |

Departures from HONGKONG to CANTON, daily at 8 A.M. (Sunday excepted), 8.30 P.M. and 10 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG, daily at 8 A.M., 2.30 P.M. and 5.30 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.  
HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN".....1,998 tons.....Captain H. D. Jones.  
Departures from Hongkong to Macao on week days at about 2 P.M.  
During the summer months the time of leaving fluctuates to suit the tide at Macao. For further particulars see special time table.

Departures on Sundays at Noon.  
Departures from Macao to Hongkong daily at 7.30 A.M.

## CANTON-MACAO LINE.

S.S. "LUNGSHAN".....2,119 tons.....Captain T. Hamlin.  
This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 7.30 A.M.; and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

## CANTON-WUCHOW LINE.

S.S. "SAINAM".....1,588 tons.....Captain J. Willox.

"NANNING".....1,500 ".....C. Butchart.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M., and the other leaves Wuchow for Canton on the same days at about 8 A.M. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—

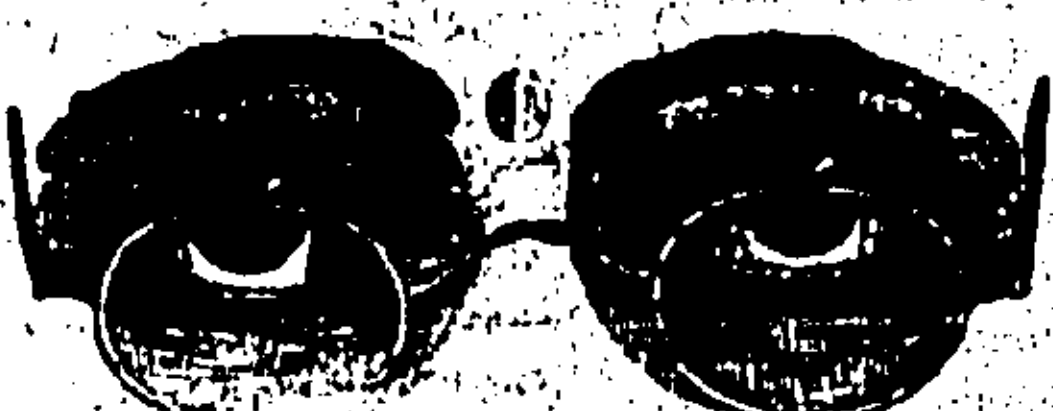
HONGKONG, CANTON & MACAO STEAMBOAT CO., LD.,  
18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel

Or of BUTTERFIELD & SWIRE,

Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 1st September, 1904.

## Intimations.



IF YOU HAVE A HEADACHE, DON'T TAKE DRUGS UNTIL YOU HAVE HAD YOUR EYES  
TESTED, FREE OF CHARGE, AT THE OFFICE OF

N. LAZARUS,

16, QUEEN'S ROAD, CENTRAL.

DEFECTIVE Vision and Eyestrain cause many Nerve Troubles, needing only proper  
Glasses to Correct and Cure.

Prescription lenses ground on the premises. All work guaranteed.  
Sun Glasses are restful and give the effect of coolness.

Prices from \$2.00.

A. S. TUXFORD, Manager.

Hongkong, 1st June, 1904.

## F. BLACKHEAD &amp; CO.

SHIP-CHANDLERS, SAILMAKERS,  
COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS  
AND GENERAL COMMISSION AGENTS.

16, DES VUEX ROAD CENTRAL,  
HONGKONG.

SOAP AND SODA MANUFACTURERS.

## SOLE AGENTS FOR

HARTMAN'S RAHTJEN'S GENUINE  
COMPOSITION RED HAND  
BRAND, HARTMAN'S GREY PAINT,  
DAIMLER'S PATENT MOTOR  
LAUNCHES.

&c., &c., &c.

AT  
REASONABLE PRICES.

Hongkong, 15th December, 1903.

LEVY HERMANOS.

DIAMOND MERCHANTS, JEWELLERS  
AND WATCHMAKERS.

EASTMAN'S  
KODAKS AND FILMS.

Sole Agents for "OMEGA" WATCHES.

"OMEGA" is the best, "THREE YEARS"  
guarantee given to every purchaser.

20, QUEEN'S ROAD,  
Watson's Building.

50

MEE CHEUNG,  
PHOTOGRAPHER.

TOP FLOOR OF ICE HOUSE, 111  
Ice-House Road.

[S] now in a position, in his New and Com-  
modious Premises, to supply, as heretofore,  
ALL PHOTOGRAPHIC ART PRACTICE in the Colony or in any part of the Far East.

GROUPS AND VIEWS  
a speciality.

Wongkong, 12nd September, 1904.

THE HONGKONG  
STUDIO,  
HIGHER CLASS PHOTOGRAPHY.

41 & 43, QUEEN'S ROAD CENTRAL,  
TOP FLOOR.

PORTRAITS, GROUPS AND ENLARGING  
AND COPYING in all sizes.

LARGE SELECTION OF VIEWS ALWAYS  
ON HAND.

PRICES VERY MODERATE.

Hongkong, 1st September, 1904.

GREEN ISLAND CEMENT COMPANY  
LIMITED.

## PORTLAND CEMENT.

In Casks of 375 lbs. net \$5.00 per Cask  
ex Factory.

In Bags of 250 lbs. net \$8.20 per Bag  
ex Factory.

SHEWAN, TOMES & Co.,  
General Managers.

Hongkong, 2nd September, 1904.

## ESPECIAL OLD TOM GIN

Marshall and  
Elvy's

DOUBLY DISTILLED  
AND OF  
MATURED AGE.

TO BE OBTAINED FROM—  
THE MUTUAL STORES,  
Des Vaux Road.

Hongkong, 11th May, 1904.

## TUBORG BEER.

A FIRST CLASS PILSENER BEER  
guaranteed free from Salicylic Acid,  
and any other Chemicals.

Price 5s.6d. per case of 48 bottles (quarts)  
or 6 doz. pints.

Special Prices for Quantities.

Sole Agents—  
SIEMSEN & CO.

Hongkong, 10th January, 1904.

## BACON AND HAM.

JUST LANDED.

A Fresh Consignment of well-known  
HASTINGS AND NEPHEWS' FINE  
STREAKY BACON,  
AND  
BEST YORK CUT HAM.

Guaranteed to be Good.

H. RUTTONJEE,  
No. 4, D'ARVILLE STREET,  
or  
36 to 38, ELGIN ROAD, KOWLOON.

Hongkong, 2nd September, 1904.

SAVARESSE'S  
SANDAL  
CAPSULES

Efficient because absolutely pure  
English Oil. Not made of greasy  
oil. Full directions. All Chemists.

Sole Agent—  
SAVARESSE & CO.

10, QUEEN'S ROAD CENTRAL, HONGKONG.

## Intimation.

## THE YOKOHAMA DOCK CO., LTD.

## No. 1 DOCK.

Length inside, 514 ft. Width of  
entrance, top 98 ft.; bottom 75 ft.  
Water on blocks, 27.5 ft. Time to  
pump out, 4 hours.

## No. 2 DOCK.

Length inside, 375 ft. Width of  
entrance, top 80.5 ft.; bottom 45.5 ft.  
Water on blocks, 26.5 ft. Time  
to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of  
Captains and Engineers is respectfully called to the advantages offered for Dock-  
ing and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work  
and a large stock of material is always at hand. (plates and angles all being tested by  
Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of  
Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable  
of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge  
Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be  
guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that  
of any port in the world.

Telephone: Works, No. 508; General, No. 376.

Telegrams, "Dock, Yokohama," Codes A. I. and A. B. C. (4th).

Yokohama, May 12th, 1903.

## Hotels.

## THE RAMSGATE OF HONGKONG.

## METROPOLE HOTEL.

THREE miles out on the Shan-ki-wan Road.

Trams pass the doors every few minutes.

The only House on the Road.

The popular resort of the Colony, occupying a charming seaside situation and command-  
ing the most extensive view of the Harbour and Kowloon Peninsula.

Excellent accommodation for a few Boarders.

Good Sea Bathing.

Refreshments served of the first quality only.

Private Tiffin and Dinners, prepared in first-class style on the shortest notice.

Dinner Parties and Picnics catered for.

JAS. CHRISTIE,  
Proprietor and Manager.

Hongkong, 15th August, 1904.

## HOTEL CRAIGIEBURN.

PLUNKET'S GAP, the PEAK, near the TRAM TERMINUS.

For Terms, &c. apply to the

MANAGER.

Hongkong, 2nd July, 1900.

## THE CONNAUGHT HOUSE,

## QUEEN'S ROAD CENTRAL.

A FIRST CLASS HOTEL SITUATED NEAR THE BANKS AND PRINCIPAL  
OFFICES. EXCELLENT CUISINE AND WINES.

Large and lofty Rooms Elegantly Furnished. Hydraulic Elevator.

Hot and Cold Water throughout. Special Rates for Tourists.

Launch Service for Guests.

For Terms, apply to

THE MANAGER.

Hongkong, 1st November, 1902.

## KING EDWARD HOTEL.

## A HIGH CLASS PRIVATE HOTEL.

LADIES' AFTERNOON TEA ROOMS.

PRIVATE BAR

AND  
BILLIARD ROOMS.

Hot and Cold Water throughout.

Electrically Lighted.

Electric Fans (if required).

Electric Passenger Elevator to each Floor.

Table D'Hotel at Separate Tables.

For Terms, &c. apply to the

MANAGER.

Hongkong, 2nd October, 1902.

GO TO THE  
KOWLOON HOTEL,

## KOWLOON.

W. OSBORNE,  
Proprietor and Manager.

13

## Insurance.

NORTH GERMAN FIRE INSURANCE  
COMPANY OF HAMBURG.

THE Underigned AGENTS of the above  
Company are prepared to accept First  
Class FOREIGN and CHINESE RISKS at  
CURRENT RATES.

SIEMSEN & Co.



## Intimations.

THE HONGKONG &amp; KOWLOON WHARF AND GODOWN CO., LD.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the Hongkong & Kowloon Wharf and Godown Company, Limited, will be held at Messrs. Jardine, Matheson & Co.'s Offices, Pedder Street, Victoria, Hongkong, on THURSDAY, the 22nd day of September, 1904, at 12.15 P.M., when the subjoined Resolutions which were passed at the Extraordinary General Meeting of the Company held on the 31st day of August, 1904, will be submitted for confirmation as Special Resolutions:—

- 1.—That the Capital of the Company be increased from \$1,500,000 to \$2,000,000 by the creation of 10,000 New Shares of \$50 each.
- 2.—That such New Shares be issued at a premium of \$30 per share and be offered to those persons who are registered as Shareholders of the Company on 1st October, 1904, in the proportion of one New Share for every complete three shares held by them on 1st October, 1904.
- 3.—That the amount due for the New Shares shall be called up on 31st December, 1904.

Dated the 2nd September, 1904.

By Order of the Board,  
EDWARD OSBORNE,  
Secretary.

NOTICE CONVENING SECOND EXTRAORDINARY GENERAL MEETING OF THE COMPANY.

THE NATIONAL BANK OF CHINA, LIMITED.

NOTICE IS HEREBY GIVEN, that an EXTRAORDINARY GENERAL MEETING of the above-named Company will be held at the Bank Premises, Queen's Road, Victoria, Hongkong, on SATURDAY, the 24th day of September, 1904, at 12 o'clock Noon, when the Resolution set out below, which was passed at the Extraordinary General Meeting of the Company held on the 3rd day of September, 1904, will be submitted for confirmation as a Special Resolution.

## RESOLUTION.

"That the Capital of the Company be reduced from £1,000,000, divided into 750 Shares of £1 each (Founders' Shares), and 99,925 Shares of £10 each (Ordinary Shares), to £699,475, divided into 69,947 Shares of £10 each; and that such reduction be effected by writing off the whole amount paid or credited as paid on each of the 750 Shares of £1 each and cancelling those Shares, and by writing off £3 per Share, part of the sum of £8 per Share which has been paid or credited as paid on the 49,453 Shares of £10 each which have been issued, and by reducing each of the 99,925 Shares of £10 each to a Share of £7."

By Order,  
GEO. W. F. PLAYFAIR,  
Chief Manager.  
Hongkong, 7th September, 1904. [1014]

A. S. WATSON &amp; CO., LIMITED.

ISSUE OF 30,000 NEW SHARES OF \$10 EACH.

PURSUANT to Resolution of the General Managers of A. S. WATSON & Company, Limited, hereby invite applications from the Shareholders of the Company for the issue of 30,000 new shares of \$10 each at a Premium of 10 per cent. or \$11 a share.

Each Registered Shareholder on the 28th day of September, 1904, applying for the New Issue will be entitled to one share for every two shares registered in his name. Shares not applied for by those entitled to apply will be dealt with by the General Managers in accordance with Article 40 of the Company's Articles of Association.

Applications for Shares in the New Issue will be received by the Hongkong and Shanghai Banking Corporation in Hongkong from the 28th September, 1904, to the 30th September, 1904, both days inclusive, and the whole amount of \$11 per share will be payable on application. The TRANSFER BOOKS of the Company will be CLOSED from the 28th September, 1904, to the 8th October, 1904, both days inclusive.

The present paid-up Capital of the Company is \$600,000, divided into 60,000 shares of \$10 each, and the New Issue is required to increase the Capital of the Company to \$900,000 divided into 90,000 shares of \$10 each.

The whole of the premium received from the New Issue will be placed to the Credit of the Permanent Reserve Fund.

The New Issue will rank for Dividend for the three months ending 31st December, 1904, payable in May, 1905.

Forms of application for the New Issue can be obtained at the Company's Offices in Alexandra Buildings or at the Hongkong and Shanghai Banking Corporation in Hongkong, Shanghai, and London.

JOHN D. HUMPHREYS & SON,  
General Managers.  
Hongkong, 22nd June, 1904. [754]VICTORIA RECREATION CLUB,  
AQUATIC SPORTS, 1904.

THE ANNUAL AQUATIC SPORTS will be continued on SATURDAY, the 17th September, in the CLUB ENCLOSURE, Austin Road, Kowloon. Sports commence at 4 P.M. sharp.

Admission for Gentlemen, non-members, 50 cents. Soldiers and Sailors in uniform, half price.

Tickets for Admission may be obtained at the Gate, or from the Undersigned, c/o Messrs. Gibb, Livingston & Co.

The Secretary's Launch will leave Blake Pier on SATURDAY, the 17th, at 4 P.M. sharp, to convey Spectators and Competitors.

HAROLD C. AUSTEN,  
Hon. Secretary.  
Hongkong, 7th September, 1904. [1015]

VICTORIA RECREATION CLUB,  
AQUATIC SPORTS, 1904.

THE COMMITTEE of the VICTORIA RECREATION CLUB request the pleasure of the Company of the LADIES of HONGKONG at the CLUB ENCLOSURE, Austin Road, Kowloon, on SATURDAY, the 17th September, at 4 P.M. sharp, on the occasion of the Annual Aquatic Sports.

By kind permission of Lieut. Col. C. N. Watts and Officers, the Band of the 1st Bat. Sherwood Foresters will play selections during the afternoon.

HAROLD C. AUSTEN,  
Hon. Secretary.  
Hongkong, 7th September, 1904. [1016]

## Intimations.

NOTICE TO SHIPPERS.

THE NIPPON YUSEN KAISHA are prepared, during suspension of their Trans-Pacific Service and until further notice, to BOOK AND ISSUE BILLS OF LADING TO SEATTLE, WASH., VICTORIA, B.C., and PACIFIC COAST PORTS, also to OVERLAND POINTS in the UNITED STATES and CANADA in connection with the GREAT NORTHERN RAILWAY FROM SEATTLE, as hitherto, by the Steamers of the NORTHERN PACIFIC S.S. CO., BOSTON STEAMSHIP and TOWBOAT CO., OCEAN S.S. CO. and CHINA MUTUAL S.S. CO.

For further Particulars, apply at the Company's Local Branch Office in PRINCE'S BUILDINGS, First Floor, Chater Road.

A. S. MIHARA,  
Manager.

Hongkong, 20th May, 1904. [643]

EXCURSION TO MACAO.

THE Splendid Steamer

"YING KING,"  
Captain Page, will make an EXCURSION TRIP TO MACAO, on EVERY SUNDAY, leaving the Company's wharf at the end of Wing Lok Street, at 8.30 A.M., and returning from Macao at 7.30 P.M.

The Steamer will lay alongside the S.S. *Perseus* at the wharf at Macao.

FARE:  
1st Class Single Ticket \$2.00, with Cabin \$3.00  
Return " \$3.00. " \$5.00  
Tiffin and Dinner may be had on Board at \$1 each meal.

YUK ON & Co., LD.,  
S. A. NORONH,  
Macao Agent.  
Hongkong, 2nd September, 1904. [998]

## IMPORTANT NOTICE.

FRESH ARRIVALS.

BY GIVING A VERY LARGE ORDER.

WE HAVE SECURED THE

CO-OPERATION

OF THE MAKERS OF THE

"APOLLO

MASTER

PLAYERS"

IN LOWERING THEIR PRICES, AND

WE NOW OFFER THEM FROM

\$365 TO \$850.

NEW

CONSIGNMENT

JUST ARRIVED

PER S.S. "EMPEROR OF CHINA."

WE WILL SUPPLY AN UPRIGHT

IRON GRAND AND A PIANO

PLAYER FOR \$825. CASH OR

CREDIT TERMS.

These Players have been tested in Hongkong

for 5 years (at Peak Included) without a

Single Failure, which can be said of no other

Player.

THE

ROBINSON PIANO

Co., Ltd.

Hongkong, 3rd August, 1904. [39]

ROYAL AERATED WATERS

MANUFACTORY.

PRODUCE the highest Class AERATED

WATERS in the Far East on account of

their High-Class Machinery and also of

the superior Ingredients they use in the manufacture

of their goods, and the cleanliness, &amp;c., are all

under strict supervision of Europeans only.

REPORT OF AN EXPERT.

The representative of Messrs. BRATBY and

HINCHLIFFE, LIMITED, Aerated Water

Engineers and Chemists, Manchester, visited

our factory recently in the course of a tour

amongst Eastern Aerated Water Makers, and

was greatly surprised at the compactness of our

factory and also the methodical way in which

everything pertaining to the making of Aerated

Waters was carried out. He also expressed him-

self strongly on the absolute cleanliness of our

whole establishment, which he assured us was

equal to any he had yet visited and superior

to a great many. He also reported that the

quality of our goods was of a first class nature,

and they showed that scrupulous care was

exercised in the course of their manufacture.

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General Managers.

Hongkong, 20th May, 1904. [1077]

## HOW TO CLEAN JEWELRY.

Women who value their jewels may be glad to receive a few hints on their care and management. Pearls, it is said, should be enclosed in a box containing a piece of the root of the ash, and under these conditions they never lose a jot of their pristine beauty. Diamonds are easily cleaned by placing them under a tap and allowing a rush of cold water to deluge them. But this is a dangerous experiment, as a stone may be loosened in the operation. A better plan is to carefully wash them with a light lather of soap on a soft brush, wash off the lather with cold water and polish with chamois leather dipped in eau de cologne. Diamond ornaments set up in a little bag of bran preserve their brilliancy in a wonderful way.

Jewels may often safely be cleaned with cold water and ordinary yellow soap. It is advisable, however, to lay them in sawdust rather than dry them in the ordinary way. If opals have become scratched or spoiled in wear rub them softly in a moistened wash leather, then polish with precipitated chalk with another piece of leather and finally wash with rain water and a soft brush. Ivory ornaments, brushes, powder boxes, paper knives, etc., may be whitened with peroxide of hydrogen or cleaned with a brush steeped in water to which a good pinch of carbonate of soda has been added.

## ACTION AGAINST A LADY DOCTOR.

SURGICAL CARELESSNESS IMPUTED.

There appeared in the Sydney *Evening News* recently an account of an extraordinary case in London, where a woman had died after an operation. At the inquest evidence was given to the effect that at the post-mortem examination of the body a pair of surgical forceps were found in the abdomen. It transpired that the operating surgeon had forgotten left the instrument in the abdomen after the operation, and this set up inflammation, from which the woman died.

By the English mail just to hand the London papers contain particulars of another and almost similar case, although in this instance the patient is alive, and the doctor a female. It was an action for damages. The subdued and superior calm inseparable from hospital nurses hovered over Mr. Justice Bruce's Court on June 4. It was the second day of Mrs. Ellen Byrne's action for damages against a lady doctor, who, Mrs. Byrne declares, left a sponge in her body after operating for tumour. Mrs. Byrne is a Brighton housekeeper, and she complained of loss of income due to the defendant's alleged negligence.

The operation for abdominal tumour took place in a nursing home in the early part of last year, and proved highly successful. But the lady doctor Miss Mary Thorne, of Nottingham-place, Regent's Park, appears to have sewn up the wound, leaving one of the sponges inside. That caused subsequent pain, and necessitated another operation. The sponge was produced in court, and proved to be a fearsome slab of wadding about six long and six thick. It was jeeredly described as a "mattress" sponge by nurses and counsel; to laymen present it looked more like an Old Bailey "exhibit."

Miss Thorne, in the witness-box, was as composed and collected as any lady doctor should be. She ran briefly through her professional qualifications—M.D. of Brussels; L.S.A. of London. She added that she had had considerable experience at the New Hospital for Women, Euston-road, and at the Royal Free Hospital, Gray's Inn-road.

The court was thronged with a bevy of ladies who also looked like lady doctors. They watched Miss Thorne give her evidence with admiration all large on their faces. Her answers in cross-examination called forth low murmurs of sympathy and acquiescence.

COUNTING THE SPONGES.  
The operation on Mrs. Byrne had been gratuitous, said Miss Thorne, and most successful. It had proved a most serious and difficult one, taking nearly two hours to complete. It was not easy to distinguish these mattress sponges from various parts of the body; consequently she had been most careful in their removal. After the operation, and before sewing up the wound, she had twice asked the nurse whether all the sponges had been taken out of the abdomen, and had been answered in the affirmative and informed that they had all been counted.

Miss Thorne went on to say that, according to her experience, the surgeon never counted the sponges used in an operation—and she had been present at between 400 and 500 operations. In cross-examination the lady said that leaving the sponge in the body involved a certain risk to the patient's life.

"Since these proceedings have begun, did you not write that the nurse who had left the sponge in the body would never be trusted by you again?"

"I may have written so in the heat of the moment, but I certainly have changed my mind since. The thing was due to misadventure, not negligence." Twenty-six sponges in all, added Miss Thorne, were introduced into Mrs. Byrne's body for the purposes of the operation. The sponge left in the wound was half its present size at that time.

Mrs. Janet Palmer, the proprietress of the nursing home where the operation was conducted, said she counted the sponges before and after the operation, and the number was the same. She was in sole charge of the sponges at the operation, and so far as she could tell at the time, nothing had been left behind.

THE VERDICT.

A somewhat complicated verdict ended the case the following day. The final result was £25 damages for the plaintiff.

Most of the afternoon Miss Thorne sat patiently awaiting the jury's decision. The questions which Mr. Justice Bruce put to the jury were:—1. Was Miss Thorne guilty of want of due and reasonable care with regard

to the superintending of the counting of the sponges after the operation was ended? 2. Was the counting of the sponges (twenty-six were inside the plaintiff's body in the course of the operation) a vital part of the operation which the defendant undertook to see properly performed? 3. Was the nurse who helped in the operation guilty of negligence in not counting the sponges, and was this nurse under Miss Thorne's control?

The jury's first finding was to answer all the above questions in the affirmative—damages one farthing. The judge pointed out that the damages were inconsistent with the answers to the questions. They therefore retired again.

On their re-appearance, they said that they did not think that this was a case for damages, as the operation had been performed by Miss Thorne without fee. At the same time, they awarded the plaintiff £25 as a recompense for her suffering, she had undergone. Judgment was entered for the plaintiff with costs.

## NATIONAL PHYSIQUE.

BRITISHERS ARE NOT DEGENERATING.

Scaremongers will be disappointed at the result of the labors of the Committee on Physical Deterioration. To put it in a nutshell, the commissioners say "it may be as well to state at once that the impressions gathered from the great majority of the witnesses examined do not support the belief that there is any general progressive physical degeneration" in the British race.

Of course, everybody knows that this inquiry was instituted in consequence of the rejection of so many "wastrels" by army doctors. Well, on being pressed by the committee, both the Director-General and the late Inspector-General of Recruiting "were fain to admit that the real lesson of the recruiting figures was the failure of the army, under present conditions, to attract a good type of recruit. Indeed," the committee says, "Gen. Borrett gives up the case for widespread deterioration when he says it is a pity that the physique of the recruit-giving class is as poor as it is, so as to cause such a large percentage of rejections."

THE CRITICAL AGE.

Seventeen seems to be a fatal age. One witness pointed out that it is the years after leaving school that determine so many lives; by the time the boy has reached 17 he has either shown self-improvement or self-deterioration, in which last case he may go for a soldier. "At 17 you are landed with the failures, and the lack of improvement which they have exhibited is largely bound up with their physical condition. At 17 they become street loafers—practically the only available source of recruiting for the army." Dental trouble—which is on the increase; most witnesses attributing it to bad nutrition—and short-sightedness are not regarded by the committee as constituting physical degeneracy.

OUR JAWS GETTING SHORTER.

On this subject Prof. Cunningham gave curious evidence—"In the white races of Europe the jaws are undergoing a slow process of shortening. The stunted character of the wisdom, or backmost teeth, the small amount of space allotted to them, their variability, their late appearance, and, indeed, their frequent failure to appear at all, bespeak this change in the jaws. Through it the teeth are reduced in size, more crowded together, and therefore more liable to disease. . . . I take it that the real cause of the degeneration of the teeth is the striking change that has taken place in the character of the food."

PARENTAL INDIFFERENCE.

The committee emphasises the fact that in large classes of the community the desire for improvement commensurate with the opportunities offered them has not been developed. Laziness, want of thrift, ignorance of household management and particularly the choice and preparation of food, filth, indifference to parental obligations, and drunkenness, largely infect adults of both sexes and press with terrible severity upon their children. "The very growth of the family resources, upon which statisticians congratulate themselves, accompanied, as it frequently is, by a great unwisdom in their application to raising the standard of comfort, is often productive of the most disastrous consequences. The people perish for the lack of knowledge," or, as it is elsewhere put, "lunacy increases with the rise of wages and the greater spending power of the operative class; while a falling wage rate is associated with a decrease of drunkenness, crime, and lunacy." Over-crowding is the great factor calculated to arrest and depress development, but the collection of the masses from the country into towns is not so great an evil as is commonly stated.

## COMMERCIAL

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30 days' sight San Francisco & New York 1/10  
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30 days' sight France 1/10  
6 months' sight do. 1/10  
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OPIMUM QUOTATIONS.

Today's quotations are as follows:—  
Per chest  
Malabar New 1/10  
Old 1/10  
Older 1/10  
Oldest 1/10  
Panna New 1/10  
Rebatta New 1/10  
Persian (Paper) 1/10

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Large sums of money are no doubt realized from simple speculation, but the great fortunes are derived from legitimate and honest business—where the goods furnished are worth the price they bring. Certain famous business men have accumulated their millions wholly in this way. Prompt and faithful in every contract or engagement they enjoy the confidence of the public and command a class of trade that is refused to unstable or tricky competitors. In the long run it does not pay to cheat or deceive others. Even a child or a dog soon learns to distinguish between real friends and foes in disguise. A humbug may be advertised with a noise like the blowing of a thousand trumpets, but it is soon detected and exposed. The manufacturers of

WAMPOL'S PREPARATION

have always acted on "very different" principles. Before offering it to the public they first made sure of its merits. Then, and then only, did its name appear in print. People were assured of what it would do, and found the statement truthful. To-day they believe in it as we all believe in the word of a tried and trusted friend. It is palatable as honey and contains all the nutritive and curative properties of Pure Cod Liver Oil, extracted by us from fresh cod livers, combined with the Compound Syrup of Hypophosphites and the Extracts of Malt and Wild Cherry. It aids digestion, drives impurities from the blood and cures Anemia, Scrofula, Debility, Indigestion, Throat and Lung Troubles, and Wasting Complaints. Dr. Louis W. Bishop says: "I take pleasure in saying I have found it a most efficient preparation, embodying all of the medicinal properties of a pure cod liver oil in a most palatable form." It stands in the front rank in the march of medicine. "It is a scientific remedy and a food, with a delicious taste and flavor. No slow or doubtful action." "It cannot disappoint you." Sold by all chemists.

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Hongkong, 12th April, 1904. [6]

AN APPEAL.

THE SUPERIORESS of the ITALIAN CONVENT, CAINE ROAD, begs most respectfully to APPEAL to the Residents of Hongkong and the Coast Ports, for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLEWORK.

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Hongkong, 6th September, 1904. [1010]

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MARINEWORK.

Hongkong, 3rd May, 1904.

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five cents.

## DEATH.

On the 2nd September, at General Hospital,  
Shanghai, MARKUS LODEMAN LYNG HART-  
MANN, of the Imperial Maritime Customs,  
aged 24 years.

## The Hongkong Telegraph

HONGKONG, THURSDAY, SEPT. 8, 1904.

AMERICAN COMPETITION FOR  
CHINA'S TRADE.

During the past few years there have been several new developments in trans-Pacific shipping as instanced not only by the building of huge cargo steamers and palatial liners, and the awarding of the Philippines freight transports direct to American lines, but also in the keen competition which has sprung up in consequence of the ever increasing number of vessels trading with the Orient. In spite of this, China bound business has been most unsatisfactory to the United States, for, as mentioned in our columns a few days since, matters appear to have now reached such a state of affairs that a merchant marine commission has been investigating the conditions which handicap American shipping interests in competition with other nations of the world. Although the results of their deliberations are as yet unknown, it seems to be generally acknowledged that the solution to the problem can be found only in a direct subsidy, free ships, or by an export bounty per ton *ad valorem* on all domestic goods carried in American ships. Whichever of these suggestions is favoured by Congress, and at whatever distant date its effect will begin to be felt, that America has the destiny of the Pacific in her hand will not admit of much doubt. This will, of course, be the greater when the Panama Canal is cut and the United States made one the Atlantic and the American seaboard. So far as Great Britain is concerned, a glance at the map of the world will show she is not at all well placed on the globe for trade with China, and only the extraordinary want of development of the industries and commerce of other nations in the past has allowed us to secure such a large proportion of the trade of China as we now hold. This fact is realised by our competitors in other parts of the world and following the lead of Great Britain in despatching a floating exhibition of specimens of our industrial enterprise to the principal countries of the world, America is sending through the North-western Commercial Company, of Seattle, a specially fitted steamer with manufacturing and other commercial exhibits for a six months' cruise abroad. This interesting craft is scheduled to leave Seattle in November, and will come over the Pacific to Yokohama, thence to Kobe, Nagasaki, Shanghai and on to Hongkong, after which she crosses to Manila, and by way on to Singapore and Colombo, goes on to Australia, returning from whence she makes the return journey touching at Valparaiso, Callao, and Honolulu en route. As will be seen from an article printed elsewhere in this issue the American-Pacific Floating Commercial Exposition has been planned with a view not only of bringing American manufactures to the notice of merchants in some of the principal cities of the Orient and Australasia, but also of calling at the minor ports thereby giving opportunities for the commercial representatives abroad to get that important insight to the heart of trade which is so essential a factor in the control of the market. That these floating exhibitions will tend to the further development of China there is no possible room for doubt, but it will be a long time before the people of that vast Empire will be able to consume American products in anything like the quantity and the quality that now find markets in Europe. Great Britain is by no means content to permit of her commerce in the Far East remaining at its present satisfactory state, for by protecting the interests of her trader by every means in her power she is ensuring to herself a steady increase in her already enormous dealings with China, which, in the near future, may reach to a value almost undreamt of. The country is being steadily opened up to Western trade, new treaty ports are beginning to show splendid returns, and the sanguine hopes of early pioneers have already passed all expectation. But there is yet a great deal to be done, and it is in the doing of this that so much must depend.

## LOCAL AND GENERAL.

ANOTHER blank plague return was issued to-day.

H.M.S. *Terrible* left for Singapore and home this morning.

It is stated that the Bombay-Hongkong Steamship line Co. (Italian) is intending to start a branch office in Shanghai.

VICEROY Chang Chih Tung has ordered, 11,000,000 to be set aside for Tieh Liang, as his share of the voluntary or involuntary contribution.

THE *Ta sin*, which passed through Nagasaki on the 25th ult., carried from Shanghai 325 cases of silver, valued at Yen 1,342,393, to be delivered at Kobe.THE Osaka Shosen Kaisha has arranged to inaugurate a regular service to Yinkow. The first steamer on the newly opened line was the *Independent*, sailing from Kobe on the 24th ult.THE Osaka Shosen Kaisha has chartered another steamer of 1,600 tons gross from a British shipowner for its Korean service, and released from charter the *Lydia*, the *Clara Jensen*, and the *Rugby*, in the course of last month.GOVERNOR Nieh Shih Kwei has been denounced for permitting all sorts of "fei" (malcontents) to over-run his province, Chekiang, and because he did not pay any attention to the appeals from his subordinates for assistance. Viceroy Li Mien Ling has been ordered by the Throne to look into the matter.—*Eastern Times*.It is stated that the steamer sunk by the Russian at the entrance of the docks at Dalny was the Russian transport *Nakadan* of 4,500 tons displacement. The Japanese, have already commenced operations in order to refloat her. Most of the other ships sunk in Dalny have now been refloated. The dock's gate, which had also been sunk, was recently recovered.THE steamer *Citrus*, 2,435 tons gross, which the Sakaya Gomei Kaisha lately purchased from a British shipowner, was sold for Yen 125,000, while Mr. Hiromi of Osaka has paid Yen 170,000 for another British steamer of 3,046 tons gross, *Saint Hubert*. The *Citrus*, and the *Saint Hubert* were constructed by Messrs. Palmer and Company at Newcastle in 1886, and Mr. J. Laing at Sunderland in 1890, respectively.

By kind permission of Lt.-Col. Fremonger and officers, the Band of the 93rd Burma Infantry will play the following programme of music at the King Edward Hotel, during dinner, on Friday, the 9th instant (weather permitting).

March—"Constellation".....Clark  
Overture—"The Lady Slavey".....Amber  
Selection—"The Caterpillar and the Rose".....Carey  
Song—"The Caterpillar and the Rose".....Carey  
Selection—"The Orchid".....Ivan Caryll  
Valse—"Diana".....Kirby  
Dance—"Punch and Judy".....Boggetti  
God save the King.

THE Hon. Treasurer of the Alice Memorial and Netherdale Hospitals begs to acknowledge with thanks the following donation to the funds of the Hospitals:—Yan Shang, \$5, U Shing Hung, \$5, Shing Un, \$5, Fun Kat, \$5, Wing Cheung Shing, \$5, Yan Kee, \$5, Wing On, \$5, Wo Fung, \$5, Tseung On, \$5, Ming Han, \$5, Shing Tak, \$5, Sui Kai, \$5, Hung U, \$5, Fuk Tai, \$5, Shui Sung, \$5, Shui Un, \$5, Lai Tsun, \$5, Wing Shang, \$5.

By kind permission of the Commander of Police, the String Band will play the following programme of music at the Macao Hotel from 7.30 p.m. to 9.30 p.m. on Saturday next, the 10th inst.

March—"Lacatecas".....G. Codina  
Overture—"Pique Dame".....Supple  
Valse—"Yours Sincerely".....Ch. Coote  
Selection—"La Fille du Regiment".....G. Donizetti  
March—"Bridal Bells".....Carl Weber  
Tänzerel—"The Village Belle".....S. Hoofeld  
Waltz—"The Village Belle".....S. Hoofeld  
Spanish Ballet—"Havanaise".....Desormes

REGARDING the German steamer *Scandia* which was seized by the *Smolensk* in the Red Sea, and afterwards liberated at Suez, and it is stated that she arrived at Antwerp on June 29, where she loaded, among other freight, some goods addressed to a private firm at Nagasaki, which, however, as far as is known, are not contraband. She had also ammunition for the German South Sea Squadron, to be unloaded at Singapore, and another consignment of ammunition for the Chinese Government shipped to Shanghai.—*S. F. Press*.

THE Hongkong High Level Tramways Co., Ltd., are affording further facilities to the residents of the Peak, an announcement having been made that, with a view of providing for the increased number of servants going to and returning from market in the early morning, two extra cars will soon be run between 6.30 a.m. and 7.30 a.m. The servants' tickets will be available for any part of these cars except the saloon. The company invite householders at the Peak to state what they consider the most convenient times to run the proposed cars and to make suggestions regarding the service. That the Company is ever ready to meet the convenience of their patrons goes without saying. The endeavour to provide greater facilities for servants should be readily appreciated.

THE Police clerk who was charged with obtaining \$50 on false pretences from the cart-coolie of the Hongkong and Shanghai Bank, under circumstances reported in our last issue, was today sent by Mr. Kemp to one month's hard labour. Mr. John Hastings defended.

On the arrival of the Canton steamer yesterday, the usual search was made for smuggled opium, and here and there small amounts discovered. One couple, apparently man and wife, the latter carrying a sleeping baby, had just been allowed to pass when an excise officer noticed that the baby's wrist was abnormally large, the sleeve of its jacket fitting very tightly. An investigation brought to light several more of the insidious drug, and the couple were fined \$20 each.

AN American exchange says that a recent order to the Pacific Mail Steamship Co., the Occidental and Oriental Steamship Co., and the Portland and Asiatic Steamship Co., will prevent them from carrying a single pound of freight for Japan, Korea, Siberia, or Manchuria. The order came direct from the Hamman headquarters, and it is understood that Joseph E. Choate, U. S. ambassador to England, gave his opinion that this was desirable. As a consequence, the entire carrying trade to the Orient from coast points in the States has received a heavy blow. At San Francisco 20,000 tons of freight, already scheduled for shipment, had to be cancelled.

THE Customs Gazette for the second quarter of 1904 shows total receipts for the quarter, in silver, were again below those of the previous year. The following comparative table shows, in Haikuan taels, the receipt:—

|                                             |           |           |
|---------------------------------------------|-----------|-----------|
| Chinese ports.....                          | 7,401,816 | 7,779,083 |
| Kowloon and Lappa.....                      | 169,978   | 169,913   |
| Tungchow, Meng-tse, Szemao, & Têngyueh..... | 76,037    | 44,706    |

Total.....7,647,831 7,994,702

In silver this shows a decline of less than 11s. 350,000, or under 5 per cent. Converted into sterling at the current rates this and last year the revenue this year amounts to about £1,062,000 against £1,019,000 last year, not at all an unsatisfactory result, considering the war.

QUARANTINE RESTRICTIONS  
REMOVED.

Writing under to-day's date Messrs. Lamke and Rogge kindly inform us that they are in receipt of a telegram from Messrs. Wm. G. Hale &amp; Co., Saigon, stating that the removal of quarantine against arrivals from Hongkong, Swatow and Amoy has been officially announced.

The Colonial Secretary, Singapore, has telegraphed to the Colonial Secretary, Hongkong, that quarantine restrictions have been removed. While a telegram from H.B.M. Consul at Saigon to the Colonial Secretary at Hongkong is to a similar effect.

## COUNTERFEIT COIN.

A case came up before Mr. E. D. C. Wolfe this morning which should warn the general community to be very careful in the examination of their small change when having dealings with natives. On a search being made in a house for illicit opium a bag was found containing five hundred coins representing or intended to represent 20 cent pieces, the intrinsic value of the whole amount being only about \$10. A man and a woman living in the house were arrested for being in possession of the spurious coin. Otto Kong Sing appeared for the woman and asked for a remand, and the release of the woman on bail. After considering the matter His Worship granted the remand, fixing the bail at \$1,500. The solicitor made a strong argument for a reduction of bail, alleging that there was, as he hoped to show, nothing to connect the woman with the possession of the spurious coin, but His Worship could not see his way to reducing the bail in such a case.

## MACAO EXTRADITION CASE.

(From Our Correspondent.)

Canton, 8th September.

It is reported here that Pui Chin-fu, the ex-chih-hsien who was extradited from Macao but a few weeks ago, has been sentenced to be beheaded. He was tried by the Provincial Judge of Kwangtung, Cheng Yi-lu (president) with the Namhol Magistrate and the Canton prefect.

The execution is said to have been fixed for the 14th inst., and there is a rumour in circulation to the effect that the Viceroy will return from Kwangsi to witness the carrying out of the sentence.

## THE WEATHER.

The following report is from Mr. J. I. Plummer, Chief Assistant of the Hongkong Observatory:—

On the 8th at 11.35 a.m. The barometer has risen in Japan and over the Pacific in the neighbourhood of the Loochoo Islands. It has fallen slightly in S. China and still more in the Philippines.

There is a depression, probably a typhoon, to the east of southern Luzon.

Gradients are slight on the China Coast, and light variable winds and calms will prevail in the Formosa Channel, and light E. winds in the northern part of the China Sea.

Forecast—Light E. winds, 8a.

## INSOLVENCE PUNISHED.

At the Police Court this morning, before Mr. E. D. C. Wolfe, a perky Chinese usher of the Court, appeared to answer a summons taken out by a local reporter, charging him with using language calculated to create a breach of the peace. Complainant stated that on Monday last, he appeared at the Magistracy, and in the ordinary course of his professional duties proceeded to inspect the charge sheets, an action long the custom in the Court. Defendant was engaged copying some of them, but had a large number under his arm which he had apparently finished with. Witness asked to be allowed to see them, and gently removed the documents. Defendant thereupon called him a fool. Questioned as to his knowledge of the meaning of the epithet, defendant repeated the word, and even a third time made use of the expression. Complainant said he would report him to the Magistrate (Mr. Kemp), who was sitting at the time, whereupon defendant said "Go on," "All right," etc., and generally assumed the air of an unbitten bantam cock.

By the Magistrate, witness added that another usher was present at the time, but he swore that he heard nothing of what had transpired as regards the language complained of.

In reply to defendant, witness stated that reporters had authority to look at the charge sheets, a permission extended during the Magisterial regime of His Honour Judge Sercombe Smith.

Complainant, continuing, said he did not snatch the sheets, but asked defendant to allow him to see them.

Defendant had no more to ask, but called another young usher who was sitting at the table at the time of the occurrence. This young man denied that he heard any abusive language used by defendant. He heard them saying something, but thought they were quarrelling.

Replying to questions from the Bench, witness denied that Mr. Kemp was sitting at the time. He had himself received instructions from the Chief Clerk of the Magistracy not to show the charge sheets to the reporters.

Complainant questioned the witness at great length. The deponent, who commenced speaking in English, changed to Chinese. He positively declared that he heard no abusive language. He thought the parties were quarrelling because he heard a noise (laughter). He did not, however, hear anything that was said. The Chief Clerk of the Magistracy gave instructions not to show the sheets to the reporters the day following the incident, but this was only a renewal of an old order. This was the third time such an instruction had been given the ushers. Complainant, however, always gave trouble, and on one occasion took papers from him by force.

Complainant: How is it that no such order was communicated to the reporters until the day following this incident?

Witness: Before this happened the reporters did not give us much trouble and we did not mind them seeing the sheets after they had been copied. Afterwards, however, they were told not to do so again.

Complainant: After you had received such orders formerly why did you take upon yourself the responsibility of disobeying them?

Witness: Before none of the reporters ever gave us any trouble so we did not mind their seeing them.

After some further questions the Court adjourned for lunch till 2.15.

Upon resuming, His Worship said as there was a cross-summons with reference to this suit, he would take that at once, the other case being concluded. The complainant in the first suit then took his place as defendant in the second. Complainant, for his statement of the case, repeated what he had said in the first case, and called no evidence.

Cross-examined: The complainant said the defendant did not ask him for the charge sheets. He did not mean that he did not hear him ask for them but that he did not ask for them. Asked whether if he did, as alleged, use any insulting language, in what it consisted, complainant said defendant said to him "Why you so fool?" He said that because defendant tried to take the sheets from him. Defendant then put it to him direct as to whether he had, as a matter of fact either then or at any other time, used any sort of abusive language to him, whatever? The complainant replied, "no, you have never used any abusive language to me whatever." Asked if he had anything further to say, defendant said he merely wished to state that he had ascertained that Mr. Kemp sat unusually early on Monday, the day when the occurrence took place, as it was an exceptionally busy day, and only one magistrate was able to sit, and that Mr. Kemp therefore was sitting at the time. There had been no sort of quarrel, and defendant never uttered one word more than he had stated in his other case.

A representative of another journal gave evidence that he had known defendant some eight or ten months, meeting him almost daily at the charge sheet table and had never heard him use any abusive language, or seen him behave in any way such as the usher attributed to him.

His Worship in giving judgment said: I dismiss the defendant on the cross-summons. I am quite satisfied in this case, that on the general point as to charge sheets, whether reporters have a right to see them or not, that it is fixed that they have no right to see them. You (complainant) made use of this expression. You called the complainant a fool, language which I find is calculated to create a breach of the peace, therefore fine you \$3.

FROM the *Chifoo Daily News* of the 30th and 31st ult. we learn that the petition of the German community at Chifoo in favour of the creation of an international municipality there has been formulated and is to be handed to the German Consul for transmission to Peking.

## LOCAL BANKRUPTCY CASE.

## JUDGMENT.

At the Supreme Court this morning, the Chief Justice (Sir Henry S. Berkeley) gave judgment in the bankruptcy case Li Sheung *ex parte* (the debtor) and Leung King Chuen and Luk Show Ip and the trustee in bankruptcy of Li Sheung.

The case came on for hearing on August 31st and was continued the following day.

The main issues were:—(a) Whether the document registered in the Land Office by memorial No. 27,346 on the 29th March, 1900, constituted a valid lease or agreement for a lease for 30 years to the Wing Fung Tai shop at \$72.50 a month. (b) What is the interest of Leung King Chuen and Luk Show Ip at the present time in the house 19, Jervois Street on Marine Lot No. 6 A.

Mr. M. W. Slade (instructed by Mr. H. K. Holmes) appeared for the Chinese named; and Mr. H. E. Pollock, K.C., (instructed by Mr. Beavie) for the trustee of the estate of Li Sheung.

In delivering judgment His Lordship said:—In my opinion the question raised on this issue is *res judicata* as between the bankrupt debtor, Li Sheung, and the Wing Fung Tai and, being incapable of being re-opened in any proceedings as between the bankrupt debtor and the Wing Fung Tai, cannot be re-opened in any proceedings as between the trustee of the bankrupt's estate and the Wing Fung Tai. The question submitted in Issue "A" was fully gone into, and fought out to the end, in Suit No. 21 of 1900 in which the present bankrupt was then plaintiff and the Wing Fung Tai were then defendants, and was distinctly and finally determined by Chief Justice Carrington as between these parties in favour of the Wing Fung Tai when it was decided that the lease was a valid and subsisting one for a term of 30 years from a day in October, 1895, therein called "Lucky Day." The effect of that decision is to stop the bankrupt, Li Sheung, and the trustee of his estate from impugning the accuracy thereof in any proceedings subsequent thereto. It was contended by Mr. Pollock that the determination of the question raised in this issue was not necessary to the judgment of Carrington, C.J., in favour of the Wing Fung Tai in the suit No. 21 of 1900 and that in consequence the judgment in that case in favour of the defendant Wing Fung Tai does not bind the then plaintiff Li Sheung and the trustee of his bankrupt estate in subsequent proceedings. I do not concur in that contention. I think it is clear from the pleadings and from the Chief Justice's notes, that the question of the validity of a certain lease then set up by the then defendant as entitling him as against the then plaintiff to the possession of No. 19, Jervois Street, for a term of 30 years—which is the selfsame question involved in this issue, "A" was made and became and was considered by the parties and by the Court a necessary question to be determined in favour of the Wing Fung Tai before judgment in the then pending suit could be given in their favour as defendants.

The judgment of Carrington, Chief Justice, in favour of the Wing Fung Tai in suit No. 21 of 1900 renders the question of the validity of the lease *res judicata* as between that and Li Sheung and the trustee of his bankrupt estate because in that suit it was considered necessary to decide that question and to adopt the language of Mr. Best in his work on evidence—8th Ed. p. 342, it "was actually decided as the ground-work of the judgment itself."

Mr. Pollock set up the contention that it was unfair that the trustee should pay the costs, as there were special reasons for bringing the case before His Lordship.

His Lordship ordered the trustee to pay the costs and indemnify himself out of the estate.

Mr. Pollock referring to the second issue (B) wanted to know who were the Wing Fung Tai.

His Lordship said that had nothing to do with the trustee. It was quite unnecessary after his decision to enter into a contemplation of the second issue.

## RECEIVING ORDER GRANTED.

At the Supreme Court this morning, Mr. F. X. d'Almada e Castro appeared on behalf of Chan Ching Po, alias Chan Tai, alias Chan Kwai, carrying on business under the style of Hang Hing Tai, and moved *ex parte* that a receiving order be made in respect of the estate of his client.

Mr. d'Almada read an affidavit showing that the assets were \$3,000, the greater portion of which was recoverable, whilst the liabilities amounted to \$6,500.

The Chief Justice granted the order applied for.

## SHIPPING AND MAILS.

## MAILS DUE.

English (Dental) 9th inst.

French (Australian) 12th inst.

German (Saxton) 14th inst.

American (Doric) 16th inst.

Indian (Latring) 20th inst.

Canadian (Altkian) 20th inst.

The s.s. *Stentor* left Moji to-day at daylight, and is expected here on 12th inst.The A. A. *Cochran* left Amoy this morning, and is due here to-morrow afternoon.The Apat Co's s.s. *Gregory* left from Calcutta left Singapore for this port yesterday morning.The Boston Townport Co's s.s. *Lyla* left Seattle for Japan, Hongkong, and Manila on 7th inst.



## TELEGRAMS.

## "HONGKONG TELEGRAPH" SERVICE.

## Opium for China.

(From Our Own Correspondent.)

BOMBAY, 8th September.

The P. & O. Co.'s mail steamer left Bombay yesterday afternoon with about 1,200 chests of Malwa opium.

Prices are as follows:—

Malwa (New) ... Rs. 1,500  
 " (Old) ... " 1,600  
 " (Oldest) ... " 1,700

(Reuter's.)

## Russia.

LONDON, 6th September.

M. PLEHIVE'S SUCCESSOR.

Reuter's St. Petersburg correspondent wires that Senator Platonoff, member of the Council of State, has been appointed Minister of the Interior and Chief of Police, in succession to M. Plehve.

## The Russian Baltic Fleet.

The Tzar, with the Dowager Empress and several Grand Dukes, have inspected the Baltic fleet at Kronstadt.

## The War.

KUROPAKIN'S DANGER.

Reuter's correspondent in St. Petersburg says, it is announced that the united Russian force are north of Yantai, where a detachment was left to cover the retreat; but it was rumoured last night, that General Kuropakin's rear guard had been almost annihilated and the main army in imminent danger of being surrounded.

LATER.

## Evacuating Moukden.

A St. Petersburg Russian correspondent telegraphs that the Japanese are within 25 miles of Moukden and that preparations have begun to evacuate the city. The censorship has been transferred to Harbin.

## India, Burma, and the Federated States.

The Times, in discussing a suggestion to create a Malay Dependency comprising Burma, the Malay States and the Straits Settlements, remarks that if separation from India means merely the continuance of the present administration on the present lines under a new master, the advantages are not very obvious; indeed, that they may be disadvantageous, as at present Burma can rely on the Indian troops, while the Indian Government is entitled to point to the great development of Burma.

(Straits Echo.)

## The War and Shipping.

London, 26th August.

The Birmingham Daily Post publishes a despatch from its Hamburg correspondent stating that the leading German shipping companies have made arrangements for the doubling of their services to the Far East, thus seizing a long-awaited opportunity to greatly expand the shipping trade of the German Empire caused by the partial withdrawal of British lines and the decision of several of the leading British shipping companies to decline freight for Japanese ports pending a satisfactory settlement of the contraband question with the Russian Government.

The same despatch adds that it is well-known in Hamburg that the German Government is backing the enterprise of the shipping companies.

## SOLDIERS' AND SAILORS' HOME.

FAREWELL TO THE "ALBION."

A farewell tea followed by a concert was given last night to the men who are going home on H.M.S. *Terrible*. There are a few men from other ships, but the vast majority are from H.M.S. *Albion*. The room was tastefully decorated with flowers. The matron's care and judgment were also seen both in the excellence and abundance of the various dishes. Mesdames Bridie, Pierce and Penning presided at the tea-table. The concert began at half-past seven o'clock. The Chaplain, the Rev. W. Bridie, was in the chair, and an excellent programme of music, songs, readings and recitations was well received. Among those who took part were Capt. F. A. Brown, Messrs. Boyd, Bullin, Dodwell, Easterbury, Taylor and White. A pleasing feature in the gathering was the large number of soldiers who were present to say good-bye to the men of the sister service. The Chairman, in a short speech, expressed regret that the time had come to bid the *Albion* farewell. In the name of many friends he bade them good-bye and wished for the *Terrible* and her precious cargo a happy and prosperous voyage. Mr. Curtis, warrant officer, late of H.M.S. *Albion*, suitably replied. After singing the hymn "God be with you till we meet again" a very happy and memorable evening was brought to a close.

The British Medical Journal says: "Iced drinks are a snare. They are grateful for the moment, but so far as their temperature makes any difference to digestion they tend to retard it if they should at any rate, not be taken at meals. Their use between meals is a very doubtful good."

## THE WAR.

## BRISK MOVEMENT OF TROOPS THROUGH DALNY.

Reports coming in from Dalny state that the movement of Japanese troops through that place is now very lively. Ten transports are stated to have arrived there on August 19th, loaded with troops. Eleven ships dropped anchor there on August 21st, and four more on August 22nd.

Soldiers are also said to have passed in the vicinity of Dalny, moving from the north towards Port Arthur, the number being given as thirteen regiments.

Chinese returning from Dalny state that there are about one thousand wounded men in Dalny. These patients are suffering mostly from slight wounds, the sick, and seriously wounded returning from the front via Dalny having been invalided to Japan.

## CHINESE RETURN FROM DALNY.

Chinese are arriving in great numbers from Dalny, both coolies and merchants. The former have been unable to obtain the employment which they expected, and the latter have found the new possessors of that city apparently able to do their own business.

It is stated that Japanese coolies almost exclusively are employed in loading and discharging transports and other vessels. The returning merchants are particularly disappointed, as they had hoped for a business revival with the advent of the Japanese. Notwithstanding the prevailing opinion among the Chinese merchant class that the new order of things would prove beneficial to them, they now find that the prospect is that trade in the newly acquired possessions will be dominated by the invaders, and that there will be no chance for others. This state of things is of course a credit to Japanese commercial vim, but the Chinese are disappointed in their hopes, and believe that it will result in a lowering of their status in the world of commerce which they enjoyed under the old regime, as far as that portion of Manchuria is concerned.—*Chefoo Daily News*.

## A PLEA FOR EXPLORING THIBET.

ON THE MARCH BACK.

The following highly interesting suggestions are made in the *Pioneer* of August 11:—Now that the Thibet Mission has reached its goal and the military force which has safeguarded it is in camp under the walls of Lhasa, the question of the march back claims attention. One is tempted to ask whether it may not be possible to explore the course of the San-po, eastwards from the Chaksam Ferry for a considerable distance, or even whether a small compact force might not journey down its banks and make its way into Assam. The San-po, before it comes to be known as the Brahmaputra, has a secret of its own so far as the world outside Thibet is concerned. No traveller has traced its course among the unexplored mountains which lie between Lhasa and the extreme northern limits of Assam, and it would be a geographical triumph if the veil were now lifted. According to native reports there are

and the country is wild in the extreme. But these tales cannot altogether be trusted, though it is certain that the river must pursue an adventurous way before it turns the eastern end of the Himalayas and rushes southwards towards the Bay of Bengal. There must, for instance, be a fall of many thousands of feet in the 300 odd miles from Chaksam Ferry to Sadiya, and it would be interesting to know whether this is a

## SERIES OF RAPIDS OR BY SOME TREMENDOUS WATERFALL.

Speculation on this point has a fascination of its own, and there must be many keen spirits with General Macdonald who would ask nothing better than to be told off for such exploration, even if the journey involved great hardships and many weary weeks had to be spent on the work.

In Thibet proper there would be no great danger from the people, who are evidently cowed by recent military operations, and arrangements might be made at Lhasa for securing the co-operation of the Lamas to the extent of issuing orders for all facilities to be given to the exploring party as far as the confines of Thibet. It would not be until the Abor and Mishmi country was reached that

THE OPPOSITION OF SAVAGE TRIBES would have to be reckoned with. Such opposition could easily be brushed aside in any case, and the tribesmen would scarcely venture to attack a force appearing from the north, as they have always regarded the Assam frontier as the direction whence unwelcome intrusion is to be dreaded. In suggesting this piece of exploration we are quite aware of the difficulties that would arise in connection with transport and supplies, but these are always with any force acting beyond the Indian frontier, and our troops make light of them when any serious business is in hand. Given the approval of Government, it would remain with General Macdonald to say whether a strong detachment could safely be started to

## FIND ITS WAY TO ASSAM.

The opportunity may never recur, and exploration from the Sadiya side has been so long postponed that we may despair of its being undertaken for years to come. It is of the highest importance to know what the routes to the north are not only as regards trade communications with Lhasa, but also as to whether there is a feasible approach to north-western China. Looking far ahead, one sees that day the question may arise as to whether

## A RAILWAY.

cannot be pushed through from the Brahmaputra to the Upper Yangtze Valley. This project has been mentioned from time to time, but only in general terms, and until our explorers have passed through the country it can only form the theme of academic discussion. It may, of course, be impossible to begin exploration now, but if the whole of the Thibet force is compelled simply to march back, the way it went there will be many regrets, both in geographical and commercial circles that no portion of it could be detached to make for Assam.

## SANITARY BOARD MEETING.

The usual meeting of the Sanitary Board was held this afternoon. Dr. J. M. Atkinson presiding, when, *inter alia*, the following business was transacted.

## DOCTORED MILK.

Mr. A. C. Franklin reported on his analysis of two samples of fresh milk sent to him by Inspector C. W. Brett. The first brought from a dairy at No. 40, Cochrane Street, was found to be genuine. In the second case from 57, Elgin Road, Kowloon, analysis showed that the milk was not perfectly mixed before delivery to the purchaser. No opinion as to its genuineness could be expressed, reported the Analyst.

Mr. Tollock inquired:—What is meant by "milk not being perfectly mixed?"

Mr. Hewitt inquired:—If, as I gather, the Elgin Road milk has been "doctored," cannot the seller be prosecuted in view of the opinion given by the Analyst?

The Analyst's report on the water supply for the month of August showed that it was of excellent quality.

The lime-washing return for the fortnight ended 30th August showed that 454 houses in the Eastern district had been lime-washed since last report.

During the fortnight ended 5th September, it was reported 1059 rats were destroyed. Of these 29 were infected.

## THE VERANDAH QUESTION.

Correspondence was submitted re the refusal of the application for permission to fix windows enclosing the second floor verandahs of Nos. 16 and 17 Connaught Road Central, the occupants asking the Board to reconsider their decision.

The M.O.H. inquired:—"This will, if granted, be followed certainly by many other applications. The Board has already refused permission to erect even iron bars 6 feet apart on verandahs to keep out thieves. I cannot recommend any reconsideration of the Board's decision."

The President inquired:—"I have seen this verandah and from a public health point of view I fail to see why it should not be granted. There are very few employes on the floor as machinery is chiefly used and no one sleeps on it. The question how far verandahs erected over Crown land should be utilised for trade purposes is another question which does not concern the Board."

## THE V. R. C. AQUATIC SPORTS.

## THIRD DAY.

The third and final day of the Sports (barring of course the Off-day, fixed for Saturday, the 17th inst.) provided probably the most interesting sport the Club has yet furnished. So great was the attendance that a huge lighter had to be requisitioned and this moored opposite the Grand Stand was thronged with eager spectators, whilst the Pavilion itself was crowded to its utmost capacity, and included His Excellency the Governor, Sir Matthew Nathan, K.C.M.G., who arrived during the afternoon, accompanied by his private secretary, Mr. A. R. Ponsonby, and who displayed a decidedly keen interest in the proceedings. Owing to the fact that two launches were necessary to convey so many visitors from Hongkong, the programme was not entered upon, until half an hour after the advertised time, opening with the Hurdle Race Final. Five out of the eight eligibles lined up and put up a race worth going for to see. The limit man led for half the distance, when Kennett passed him, and swimming strongly won easily, Bains who lost at one hurdle struggling to secure second honours after a hard struggle with Ozorio. The High Dive is always an attractive event and on this occasion proved particularly so. Frank Jorge, generally conceded to be the best diver in the Club, easily maintained his reputation, diving with a precision and neatness that many professionals might envy. C. Humphreys though so much younger, was second, and showed himself a long way ahead of his remaining fellow competitors in this line. He made up, however, for his defeat by easily taking the two lengths handicap, covering the course in the remarkably quick time of 40 seconds. To further add to his laurels he got away with the hundred yards championship of the Club, defeating such old-timers as N. H. Alves, J. W. Bains and C. J. Cooke. The final for the four lengths handicap proved a hard fought victory for Barros, who gave Andrews the next man practically a length start. Then came the Ladies Nomination, a most diverting event, and which was provocative of the heartiest laughter. Some of the costumes were most ingenious particularly those of the Highlander, Sambo, and a stolid Sikh policeman. The costume prize by the way was awarded to Mr. Hance as "Sandy." The programme was brought to a conclusion with an excellent game of water polo, between teams "White" and "Blue" representing the pick of the entire Club. The game from the start was very hotly contested, and the goal keepers both had to negotiate a number of red hot shots. The brothers, Wicheil, who captained the respective sides, and who never lost a chance of outwitting each other were in excellent form whilst Cooke, C. Humphreys, Barros and Lammert were prominent: where necessary. The result was a win for the Whites by the narrow margin of one goal. It should be added that C. J. Cooke won the Chairman's special prize as the winner of most points in non-handicap events. The arrangements throughout were admirable, and the Committee deserve every praise for their efforts, whilst Mr. Harold C. Austen, the indefatigable honorary secretary, played no small part in ensuring the complete success of the meeting. Details of the various events follow:—

## HURDLE RACE FINAL.

A two-length handicap. Four heats were contested on the second day, the first and

second in each now being allowed to swim in the final. First prize: presented by Hon. W. J. Greason; 2nd: presented. Starters:—

|                |       |                 |   |
|----------------|-------|-----------------|---|
| H. Kennett     | ..... | owes 20 seconds | 1 |
| J. W. Bains    | ..... | " 10 "          | 2 |
| C. F. Ozorio   | ..... | " 8 "           | 3 |
| J. A. S. Alves | ..... | " 9 "           | 0 |
| E. Herbst      | ..... | " 9 "           | 0 |
| Time           | ..... | 40 sec.         |   |

## HIGH DIVE.

First prize: presented by Mr. J. W. Osborne; 2nd: presented. Starters:—

|            |              |             |              |             |             |                    |
|------------|--------------|-------------|--------------|-------------|-------------|--------------------|
| J. Wicheil | C. Humphreys | N. H. Alves | W. G. Goggin | Frank Jorge | J. E. Ellis | J. M. Roza Pereira |
| .....      | .....        | .....       | .....        | .....       | .....       | .....              |
| 1          | 2            | 3           | 4            | 5           | 6           | 7                  |

## TWO LENGTHS FINAL.

A handicap. The five heats were swum off on the first day. First in each heat to swim in the final. First prize: presented by Mr. G. Murray Bain; 2nd: presented. Starters:—

|           |             |               |             |              |
|-----------|-------------|---------------|-------------|--------------|
| A. Mackie | F. P. Musso | H. S. Kennett | A. Loureiro | C. Humphreys |
| .....     | .....       | .....         | .....       | .....        |
| 1         | 2           | 3             | 4           | 5            |

## BOYS' RACE.

A two length handicap for boys between 9 and 14 years. Sons and brothers of members only. Post entries. Two prizes. Starters:—

|           |             |             |            |              |              |              |              |            |           |
|-----------|-------------|-------------|------------|--------------|--------------|--------------|--------------|------------|-----------|
| B. Musket | I. Chunnutt | C. Johnston | J. Livesey | Albert Ellis | Arthur Ellis | V. Sheffield | J. Glaserman | G. Wicheil | H. Brandt |
| .....     | .....       | .....       | .....      | .....        | .....        | .....        | .....        | .....      | .....     |
| 1         | 2           | 3           | 4          | 5            | 6            | 7            | 8            | 9          | 10        |

## CLUB CHAMPIONSHIP.

A 100-yard (three-length) contest. First prize presented by Messrs. Daly & Ward; 2nd: presented. Starters:—

|            |              |             |               |             |
|------------|--------------|-------------|---------------|-------------|
| J. Wicheil | C. Humphreys | N. H. Alves | R. C. Wicheil | C. J. Cooke |
| .....      | .....        | .....       | .....         | .....       |
| 1          | 2            | 3           | 4             | 5           |

## FOUR-LENGTH FINAL.

The four heats in this event were swum off on the second day. First and second in each in final. First prize: presented by Mr. F. W. White; 2nd: presented. Starters:—

|                  |       |                 |   |
|------------------|-------|-----------------|---|
| A. V. Barros     | ..... | owes 20 seconds | 1 |
| W. T. Andrews    | ..... | " 2 "           | 2 |
| A. J. Mackie     | ..... | " 3 "           | 0 |
| A. J. V. Ribeiro | ..... | " 15 "          | 0 |
| H. A. Lammert    | ..... | " 18 "          | 0 |
| Time             | ..... | 1 min. 39 sec.  |   |

## LADIES' NOMINATION RACE.

Each competitor started in fancy costume. He dived in, swam one length and back, mounted staging, ate a dry biscuit, dived in with a closed umbrella, opened same on reaching the surface, and swam home. The winner was required to finish with costume intact and umbrella open. First prize: presented by Messrs. Geo. Falconer & Co.; 2nd: presented. A special prize for the best costume. Starters:—

|                  |                        |                 |                   |
|------------------|------------------------|-----------------|-------------------|
| C. Humphreys     | nom. by Mrs. Ranney    | J. Wicheil      | Miss E. Wicheil   |
| R. C. Wicheil    | Miss Connell           | N. H. Alves     | Miss S. Brito     |
| H. C. Sayer      | Miss E. Shaw           | J. W. Bains     | Miss A. Lesbirel  |
| W. T. Andrews    | Miss E. Wicheil        | J. H. R. Hance  | Miss Hance        |
| A. V. Barros     | Mrs. D'Almada e Castro | O. R. Chunnutt  | Miss Palmer       |
| P. M. Remedios   | Miss Remedios          | J. E. Ellis     | Miss Ellis        |
| E. Herbst        | Miss G. Milne          | W. G. Goggin    | Miss Goggin       |
| L. E. Lammert    | Miss Milne             | J. Koza Pereira | Miss Roza Pereira |
| A. J. Mackie     | Miss Sinnett           | C. D. Silas     | Miss Silas        |
| A. J. T. Ribeiro | Miss C. Roberts        |                 |                   |

## WATER POLO.

White v. Blue. Teams:—

|                        |                      |
|------------------------|----------------------|
| Blue.                  | White.               |
| R. C. Wicheil (Capt.)  | J. Wicheil (Capt.)   |
| A. V. Barros           | C. Humphreys         |
| H. A. Lammert          | A. Loureiro          |
| C. J. Cooke            | A. J. V. Ribeiro     |
| E. Humphreys           | J. H. R. Hance       |
| F. M. Roza Pereira     | H. C. Sayer          |
| J. Roza Pereira (goal) | L. E. Lammert (goal) |

Referee: J. Meek.

Time-keeper: Mr. G. A. Caldwell.

Half Time: White 3; Blue 2.

Final: White 4; Blue 3.

## AMERICAN-PACIFIC FLOATING COMMERCIAL EXPOSITION.

## TO VISIT HONGKONG.

The announcement is now definitely made by the Northwestern Commercial Company of Seattle that the s.s. *Victoria*, specially fitted, will sail November 15 next, with American Commercial representatives and exhibits, for all parts of the East Asiatic coast, Australia, New Zealand, Chile, Peru, Hawaii, etc.

Describing the enterprise in a word—some hundred gentlemen representing American manufacturers and other commercial interests, with their exhibits, will make a six months cruise aboard s.s. *Victoria*, visiting all points of commercial importance in the territory named, and accomplishing at these points such business as they may, in establishing branch offices, agencies, making sales of goods, and generally introducing their interests. Some of the passengers will regard the cruise largely

from the point of commercial investigation. Again the management of the *Victoria* hope to accomplish much in a general way—the passengers will be a very representative American body, and it may be anticipated that as such the impression made upon the commercial communities at the different ports of call will prove not only profitable in a commercial sense, but will also reinforce the strongly amicable feeling for America now pregnant throughout the Pacific.

The *Victoria*, it may be noted, is owned by the Northwestern Steamship Co. of Seattle, the president of which concern, Mr. J. Rosene, is also president of the Northwestern Commercial Co., and the North Coast Lighterage Co., and is well known in association with large Alaska and Siberia enterprises. The Northwestern Steamship Company also owns the *Olympia* and *Tacoma*, sister ships of the *Victoria*. All these vessels were engaged until this spring in the Trans-Pacific passenger and freight carrying trade, for some years, in connection with the Northern Pacific Railway Co., and are well known in Pacific shipping circles for their record mail carrying, and fast tea and silk freight service for New York. They are particularly handsome craft, and registered as Lloyd's. The *Victoria's* passenger accommodation has been just extended and renewed at a cost of \$500,000. She can now accommodate 226 first class passengers, but 100 actual exhibitors only will be taken while 125 is the maximum number to be registered for the trip, it being expected that some 25 of the exhibitors will be accompanied by their wives. No other passengers than these will be carried.

The lower decks of the *Victoria*, ordinarily used for second class passengers, will be fitted up for the exhibit rooms. They will be decorated in very tasty manner and brilliantly lighted with electricity. Moreover, steam and electric power will be furnished to any exhibitor requiring same. The exhibit rooms will be open from 8 a.m. until 11 p.m. while in foreign port. No other cargo than exhibits will be carried, the vessel being given up exclusively to the exposition purpose. All exhibits can be arranged and set in place before sailing from Seattle, and there will never be any necessity for unpacking or repacking.

The itinerary of the voyage will be Seattle to Yokohama first, thence to Kobe, Nagasaki, Shanghai, Hongkong, Manila, Singapore, Colombo, Adelaide, Melbourne, Sydney, Wellington, Port Lyttelton, Auckland, Valparaiso, Callao, Honolulu, and then again to Seattle, after completing the entire circuit of the Pacific and the east of the Indian ocean. While this is the general route, and all ports named will be called at, it is also planned to make the tour more effective for exhibitors by calls at minor ports. For instance, the *Victoria* will probably steam close to Canton, making wharf at Whampoa, and thus giving opportunity to approach the important interests of the West River more closely than at Hongkong. Again Tientsin, a growing port, and Newchwang, should the war permit, may be visited. The vessel will remain from two to ten days at each port, as importance may decide. This stop gives opportunity for the full accomplishment of business. The *Victoria*, it should be stated, is not of heaviest draft, and can make wharf proper at such difficult ports as Shanghai.

It is anticipated that American Consuls will assist greatly in advertising the *Victoria's* cruise, and they are notified in advance of the purposes of the voyage. It is expected that merchants distant from the ports of call will be notified by Consuls and the press, and exhibitors may therefore anticipate very satisfactory attention in this regard. Again, the public press will be given the full list of names of passengers and their business.

The time of year for the making of this voyage has been remarkably well chosen, it being most seasonable throughout the route of the *Victoria* at this date. The Orient, as has been often pointed out in these columns, is peculiarly ripe for the introduction of very many lines of American commerce. Scores of firms on the route of the *Victoria* are in the position of requiring to know what Americans have to offer. Australia and New Zealand, Pacific South America, are peculiarly valuable fields for exploiting just now also owing to the new transportation that has developed within the past two years with these territories from both sides of the United States.

The deck plan of the *Victoria* as published for intended participants shows the entire deck forward on the main deck, and the entire deck fore and aft under the main deck, reserved for exhibits. This makes a very practical and spacious arrangement. Passage for the entire voyage including meals, berth and from 100 to 500 cubic feet of space for exhibition purposes, as well as space for 5 tons of cargo to those wishing to sell goods direct during the voyage, will be from \$1,500 to \$2,500, according to location of stateroom selected, and the amount of space required for exhibition purposes. The ship's crew will be at the disposal of passengers for installing and taking care of exhibits, free of charge, and no charge is made for light and power.

Among the firms engaging space and negotiating therefor at present may be mentioned the Yale & Towne Manufacturing Co., the well known lock and hardware house; the Pacific Coast Biscuit Co., the cracker and candy trust of the Pacific Coast; the National Sewing Machine Co.; the Philadelphia White Bronze Monument Co.; the Wolf Co., flourmill and transmission machinery house; the Erie City Iron Works; the Winona Wagon Co.; the Krell-French Piano Co.; the Benick Agricultural Works; the Chattanooga Wagon Co.; Seabury & Johnson, medical and surgical specialty manufacturers, etc., etc. The *Victoria*, in fact, will bring together a remarkable number of American manufacturing specialists representative and interesting in every sense to the foreign Pacific field.

Recently, it may be mentioned, a British floating exposition sailed from London, and Germany has had one successful floating exposition and is arranging another. They are therefore no experiment.—*American Asiatic*.

## COMMERCIAL.

Shanghai advices, of 3rd inst., state:—Business reported:—China Fines at 187. Farnham Boyds at Tls. 182 cash, Tls. 181 for September, Tls. 183/186 for October and Tls. 184/185/187/188/189/190 for December. Maatschappij at Tls. 327 for December.

Business done direct:—Indo-China at Tls. 84 for December, Farnham Boyds at Tls. 180/181/82 cash, Tls. 183/184 for September, Tls. 184/185 for October and Tls. 185/186/187/188/189/190 for December. Maatschappij at Tls. 320 for October and Tls. 327/330 for December. Colonies at Tls. 183 for December.

## RICE.

In their report of 26th ult., Messrs. W. G. Hall and Co. (Sagun) state:—During the period under review there has been a fair demand resulting in only small transactions, owing to our prices having hardened and not proving within the reach of intended buyers. At the close, our market remains steady and holders not showing much disposition to meet buyers' view, we do not look for much decline in the near future.

## To-day's Advertisements.

## HONGKONG HIGH-LEVEL TRAMWAYS COMPANY, LIMITED.

IT having been represented to the management that the Morning Service of Cars is insufficient to provide for the increased number of Servants going to and returning from Market, the Company will shortly run TWO EXTRA CARS between 6.30 A.M. and 7.30 A.M. and Servants' Tickets will be available for any part of these cars except the Saloon. Householders at the PEAK are invited to state what they consider the most convenient times to run the proposed Extra Cars and to make any suggestions in connection with same that they may think fit.

JOHN D. HUMPHREYS & SON,  
 General Managers.  
 Hongkong, 8th September, 1904. [1019]

## AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK via SUEZ CANAL.  
 THE Steamship

"EPSOM,"  
 Captain J. Cox, will be despatched for the above Port, on MONDAY, the 12th instant, 4 P.M., to be followed by the Steamship

"CLAYBURN,"  
 on or about TUESDAY, the 18th October.  
 For Freight, apply to

SHEWAN, TOMES & Co.,  
 General Agents.  
 Hongkong, 8th September, 1904. [966]

## NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS.  
 FROM MIDDLESBRO', ANTWERP,  
 LONDON AND STRAITS.

THE Steamship



## Shipping—Steamers.

## OCEAN STEAMSHIP CO., LD.

AND

## CHINA MUTUAL STEAM NAV. CO., LD.

## JOINT SERVICES.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN, NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA AND SUMATRA PORTS.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.  
MONTHLY SAILINGS FOR LIVERPOOL.

## OUTWARDS.

| FROM                  | STEAMERS    | DUE             |
|-----------------------|-------------|-----------------|
| GLASGOW and LIVERPOOL | "PINGSUEY"  | 17th September. |
| GLASGOW and LIVERPOOL | "ACHILLES"  | 24th September. |
| GLASGOW and LIVERPOOL | "DEUCALION" | 1st October.    |
| GLASGOW and LIVERPOOL | "ULYSSES"   | 8th October.    |

## HOMEWARDS.

| FOR                          | STEAMERS    | TO SAIL         |
|------------------------------|-------------|-----------------|
| LONDON, AMSTERDAM & ANTWERP  | "GLAUCUS"   | 13th September. |
| * GENOA, MARSEILLES & L'POOL | "IDOMENEUS" | 22nd September. |
| LONDON, AMSTERDAM & ANTWERP  | "TYDEUS"    | 27th September. |
| LONDON, AMSTERDAM & ANTWERP  | "PATROCLOS" | 11th October.   |
| * GENOA, MARSEILLES & L'POOL | "ALCINOUS"  | 22nd October.   |
| LONDON, AMSTERDAM & ANTWERP  | "PINGSUEY"  | 25th October.   |

## TRANS-PACIFIC SERVICE.

| FOR                                                                                     | STEAMER     | TO SAIL      |
|-----------------------------------------------------------------------------------------|-------------|--------------|
| VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE and YOKOHAMA | "DEUCALION" | 3rd October. |

For Freight, apply to

BUTTERFIELD &amp; SWIRE, AGENTS.

Hongkong, 6th September, 1904.

## CHINA NAVIGATION CO., LIMITED.

| FOR                                                                                      | STEAMERS   | TO SAIL         |
|------------------------------------------------------------------------------------------|------------|-----------------|
| CEBU and ILOILO                                                                          | "KAIFONG"  | 12th September. |
| KOBE                                                                                     | "CHINGTU"  | 13th "          |
| MANILA                                                                                   | "TEAN"     | 13th "          |
| PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE | "CHANGSHA" | 18th "          |

\* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unvalued table. A duly qualified Surgeon is carried.

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.  
† Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.

N.B.—REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS. (SEE SPECIAL ADVERTISEMENT).

For Freight or Passage, apply to

BUTTERFIELD &amp; SWIRE, AGENTS.

Hongkong, 8th September, 1904.

## Hongkong-Manila.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon and Stewards carried.—All the most up-to-date arrangements for comfort of Passengers.

## CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

| Steamship | Tons | Captain      | For    | Sailing Dates                   |
|-----------|------|--------------|--------|---------------------------------|
| ZAFIRO    | 2540 | R. Rodger    | MANILA | SATURDAY, 17th Sept. at 10 A.M. |
| RUBI      | 2540 | R. W. Almond | —      | SATURDAY, 24th Sept. at 10 A.M. |

For Freight or Passage, apply to

SHEWAN, TOMES &amp; CO., GENERAL MANAGERS.

Hongkong, 3rd September, 1904.

## PORTLAND &amp; ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA, FOR

## PORTLAND, OREGON,

OPERATING IN CONNECTION WITH

## THE OREGON RAILROAD AND NAVIGATION COMPANY.

| Steamship   | Tons  | Captain | To Sail               |
|-------------|-------|---------|-----------------------|
| "ARAGONIA"  | 5,193 | Schmidt | September 14th, 1904. |
| "NUMANTIA"  | 4,370 | Wagner  | October 10th, "       |
| "NICOMEDIA" | 4,370 | Wagner  | October 27th, "       |
| "ARABIA"    | 4,483 | Bahle   | November 19th, "      |

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, General Agent.

## HONGKONG-MACAO LINE.

S.S. "WING CHAI,"  
Captain SAMUEL BELL SMITH.

DEPARTURES from Hongkong, on Week Days, at 7.30 A.M. (on Excursion Sundays, at 8.30 A.M.) from Macao, Week Days at about 3 P.M. and Sundays about 7.30 P.M.

FARE.—(Week Days) 1st Class (including cabin and servants), \$5; Return Ticket, \$5. 2nd Class, \$3; 3rd Class, 50 cents.

On Excursion Sundays, 1st, 2nd, and 3rd Class Single Ticket, \$2; Return Ticket, \$3; Return Ticket including 1st and 2nd Class, \$4; On Sundays, Board or at Macao Hotel, \$5. On Sundays, \$5 extra will be charged for each cabin with accommodations for two or more passengers.

WHARF—At the Western end of Wing Lok Street.

The Steamer runs on Excursion Trips EVERY SUNDAY. It takes only 3½ hours to reach Macao.

—MING ON &amp; CO.,

2nd Floor, No. 16, Victoria Street.

Hongkong, 5th January, 1904.

## HONGKONG-CANTON LINE.

THE British Steamship

"YING KING,"

Captain E. I. Page, of 1,088 tons, Registered, is the newest, fastest, and most luxuriously furnished steamer on the line, and is lighted throughout with Electricity; hot and cold water service. The cuisine is exceptional.

Leaving Hongkong every MONDAY, WEDNESDAY and FRIDAY; EVENING, at 9 P.M. and returning from Canton every following evening at 5 P.M.

1st Class.....\$3.00 for Single Journey.

2nd ".....1.50 "

Meals.....1.00 each.

The steamer's wharf is at the Western end of Wing Lok Street.

YUK ON S.S. CO., LD.,  
No. 215, Wing Lok Street.

WENDT & CO.,  
Canton Agents.

Hongkong, 24th June, 1904.

## Shipping—Steamers.

## CHINA NAVIGATION COMPANY, LIMITED.

## AUSTRALIAN LINE.

REDUCTION IN PASSAGE RATES,  
From 1st January, 1904.

ALSO REDUCED FARES TO  
MANILA AND RETURN.

STEAMERS fitted throughout with Electric Light, First Class Accommodation. Unvalued Table. Duly qualified Surgeon carried.

BUTTERFIELD &amp; SWIRE, Agents.

Hongkong, 1st February, 1904.

## STEAM TO CANTON.

## THE New Twin Screw Steamers

Tons Captain  
"KWONG CHOW".....1,309...J. P. MARTIN.  
"KWONG TUNG".....1,338...H. W. WALKER.  
Leave Hongkong for Canton at 8.30 Every Evening (Saturday excepted).  
Leave Canton for Hongkong about 5 o'clock Every Evening (Sunday excepted).  
These Fine New Steamers have unexcelled Accommodation for First Class Passengers and are lit throughout by Electricity.

Passage Fare—Single Journey.....\$4  
Meals.....(Each) 1

The Company's Wharf is a Short Distance West of the Harbour Master's Office.

SHIU ON S.S. CO., LD., and  
YUEN ON S.S. CO., LD.,  
No. 8, Queen's Road West.

Hongkong, 17th February, 1904.

## NAVIGAZIONE GENERALE ITALIANA, (Florio and Rubattino United Companies).

## STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, LECORNO and GENOA.

ALSO  
VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE, and SOUTH AMERICAN PORTS up to CALLAO.

Taking Cargo at through Rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.

## THE Steamship

"ISCHIA,"  
Capt. Mayanzini, will be despatched as above, on SATURDAY, the 10th instant, at Noon.

At BOMBAY, the Steamer is discharging in VICTORIA DOCK.

For further Particulars regarding Freight and Passage, apply to

CARLOWITZ &amp; Co., Agents.

Hongkong, 5th September, 1904.

## COMPAGNIE DES MESSEAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.  
FOR SHANGHAI, KOBE AND YOKOHAMA.

## THE Company's Steamship

"AUSTRALIEN,"  
Captain Verron, will be despatched for the above Ports, on or about MONDAY, the 12th instant.

For Freight or Passage, apply to

G. DE CHAMPEAUX, Agent.

Hongkong, 6th September, 1904.

## FOR SINGAPORE, PENANG AND CALCUTTA.

## THE Steamship

"ARRATOON APCAR,"  
Capt. E. Foy, will be despatched for the above Ports, on TUESDAY, the 13th inst., at 5 P.M.

For Freight or Passage, apply to

DAVID SASSON &amp; Co., LIMITED, Agents.

Hongkong, 5th September, 1904.

## REGULAR STEAMSHIP SERVICE TO NEW YORK, VIA PORTS AND SUEZ CANAL.

## PROPOSED SAILINGS FROM HONGKONG.

1904. About

"ATHOLL".....16th September.

"SAGAMI".....30th "

"HINDUSTAN".....8th October.

For Freight and further information, apply to

DODWELL &amp; Co., LIMITED, Agents.

Hongkong, 6th September, 1904.

## "SHIRE" LINE STEAMSHIP CO.

## FOR HAVRE, LONDON AND ANTWERP.

## THE Company's Steamship

"MERIONETHSHIRE,"  
Captain G. C. Candy, will be despatched for the above Ports, on or about FRIDAY, the 23rd instant.

This Steamer has Superior Accommodation for Saloon Passengers.

For Freight or Passage, apply to

SHEWAN, TOMES &amp; Co., Agents.

Hongkong, 7th September, 1904.

## Shipping—Steamer.

## INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

## FOR MANILA

## THE Company's Steamship

## "LOONGSANG,"

Captain G. S. Weigall, will be despatched as above, TO-MORROW, the 9th instant, at 4 P.M.

This Steamer has Superior Accommodation for First-class Passengers, and is fitted throughout with Electric Light.

For Freight or Passage, apply to

JARDINE, MATHESON &amp; Co., General Managers.

Hongkong, 8th September, 1904.

## Consignees.

## PACIFIC MAIL STEAMSHIP COMPANY, NOTICE.

## CONSIGNEES OF CARGO per Steamship

## "CHINA."

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding discharge and undelivered by WEDNESDAY, the 7th instant, at 5 P.M., will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected.

E. W. TILDEN, Agent.

Hongkong, 3rd September, 1904.

## TOYO KISEN KAISHA.

## NOTICE.

## CONSIGNEES OF CARGO per Steamship

## "AMERICA MARU."

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding discharge and undelivered by SATURDAY, the 3rd instant, at 5 P.M., will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected.

E. W. TILDEN, Agent.

Hongkong, 2nd September, 1904.

## NOTICE TO CONSIGNEES.

## "SHELL" LINE OF STEAMERS.

FROM ANTWERP, MIDDLESBRO, LONDON, AND STRAITS.

## THE Steamship

"BULYSES,"  
having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 12th inst. will be subject to rent.

No Fire Insurance will be effected.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the steamer's arrival, after which no claims will be recognised.

MCGREGOR BROS. & GOW, Agents.

Hongkong, 5th September, 1904.

## NOTICE TO CONSIGNEES.

## THE P. &amp; O. S. N. Co.'s Steamship

"NANKIN,"  
FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—  
From Persian Gulf, ex B.I.S.N. and B. & P. S. N. Co.'s Steamers.

Goods not cleared by the 8th instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees' and the Company's representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No claims will be admitted after the goods have left the Godowns.

E. A. HEWETT, Superintendent.

Hongkong, 2nd September, 1904.

## BRITISH-INDIA STEAM NAVIGATION COMPANY, LIMITED.

## FROM RANGOON AND STRAITS.

## THE Company's Steamship

"PALAMCOTTA,"  
having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding discharge or remaining on board after 4 P.M. the 3rd instant, will be landed at Consignees' risk and expense into Godowns at East Point.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by

JARDINE, MATHESON &amp; Co., Agents.

Hongkong, 2nd September, 1904.

## Mails.



## THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR  
STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN and SOUTH AFRICAN PORTS.)

## THE Steamship

## "CHUSAN."

Captain A. Thompson, carrying His Majesty's Mails, will be despatched from this for BOMBAY, on SATURDAY, the 10th Sept., at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. *Marmora*, 10,500 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the *Marmora*, and steamer proceeding direct to Marseilles, and London; other Cargo for London, &c., will be conveyed from Bombay by the R.M.S. *Oriental*, due in London on the 23rd October.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to

E. A. HEWETT, Superintendent.

Hongkong, 27th August, 1904.

## COMPAGNIE DES MESSEAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.  
NOTICE.

## STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERRY, CALCUTTA, BOMBAY, ADEN, DJIBOUTI, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX; ALSO

## PORTS OF BRAZIL AND RIVER PLATE.

## ON TUESDAY, the 20th September, at 1 P.M., the Company's Steamship

"ERNEST SIMONS," Captain Bourdon, with Mails, Passengers, Specie, and Cargo, will leave this Port for MARSEILLES, via Ports of Call, WITHOUT TRANSHIPMENT.

This Steamer connects at COLOMBO with the Australian Line S.S. *Nara* bound for MARSEILLES via BOMBAY and ADEN.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till NOON only on MONDAY, the 19th September, Specie and Parcels received until 4 P.M. on the same day. No Cargo will be received on board on TUESDAY.

Parcels are not to be sent on board; they must be left at the Agency's Office. Contents and Value of Packages are required.

For further Particulars, apply at the Company's Office.

G. DE CHAMPEAUX, Agent.

Hongkong, 7th September, 1904.

## NORTHERN PACIFIC LINE.

## BOSTON STEAMSHIP COMPANY.

## BOSTON TOW-BOAT COMPANY.

Connecting at Tacoma with  
NORTHERN PACIFIC RAILWAY COMPANY.

## PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA, B.C., AND TACOMA, VIA

## MOJI, KOBE AND YOKOHAMA.

| Steamers | Tons | Captains | Sailing |
|----------|------|----------|---------|
|----------|------|----------|---------|

*Platfus*.....3,753 F.G. Purlington Sept. 17

*Shawmut*.....9,660 W.M. Smith Sept. 24

*Tremont*.....9,660 T.W. Garlick Oct. 1

*Tremont*.....9,660 T.W. Garlick Oct. 1

*Lyra*.....4,417 G.V. Williams Oct. 1

*Hyades*.....3,753 Geo. Wright Oct. 1

† Cargo only.

Steamers marked (\*) have no second-class passenger accommodation.

## FOR MANILA.



**CRAIGIEBURN,**

**CRAIGIEBURN,**

Johnson, Dr. and Mrs. Hoag, Mrs.  
 Webb, J. Lauder, P.  
 Mark, J. McIsaac, Mrs.  
 Mann, G. H. Smith, Mr. E. Grant  
 Low, P. Smith, Mr. and Mrs.  
 Grayson, Mr. and Mrs. Grant  
 Caff, Rev. & Mrs. C. A. Woodward, Mr. & Mrs.  
 At. Hays, and Mrs. and children

Ward, B. A.  
Ward, W.  
Ward, O.

Dunnham, C.  
inner, Mr. and Mrs.  
W. C.  
andler, Lieut. F.

Ehrenz, Mrs.  
McClay, A.  
Peterson, Mrs. & child  
Peraz, Lieut. T.

Coleman, Y. M. Robinson, H.  
 Formand, Mr. and Mrs. Smith, H. S.  
 Librell, W. C. Stephens, H.  
 Harrop, H. W. Trenmann, Capt.  
 Hopkins, L. M.

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**KOWLOON.**

Byd, H. I. Mitchell, Mr.  
 Horse, G. A. Pinkston, Col.  
 Barnham, C. H. Row, C. H.  
 Miller, Mr. Wardrop, Mr. & Mrs.  
 McWade, Miss and child

CHINA COAST METEOROLOGICAL REGISTER.  
September 7th, 1904, a.m.  
Bar. Th. Hu. Wind W

|             |      |      |       |    |    |    |     |
|-------------|------|------|-------|----|----|----|-----|
| ladivostock | 7    | a.m. | —     | —  | —  | —  | —   |
| emuru       | 6    | a.m. | 29.92 | —  | —  | —  | —   |
| akadote     | —    | —    | 29.90 | N  | E  | 6  | 2   |
| okto        | —    | —    | 29.94 | —  | —  | 2  | 0   |
| ochi        | —    | —    | 29.90 | —  | NE | 2  | 4   |
| agokshi     | —    | —    | 29.90 | —  | SE | 2  | 4   |
| shima       | —    | —    | 29.90 | —  | S  | 4  | 2   |
| aha         | —    | —    | 29.92 | —  | —  | 2  | 0   |
| bigajima    | —    | —    | 29.95 | —  | NE | 2  | 0   |
| nihoku      | 5    | a.m. | —     | —  | —  | —  | —   |
| nichu       | —    | —    | —     | —  | —  | —  | —   |
| ninan       | —    | —    | —     | —  | —  | —  | —   |
| oshun       | —    | —    | —     | —  | —  | —  | —   |
| escadores   | —    | —    | —     | —  | —  | —  | —   |
| elhaiwei    | 9    | a.m. | —     | —  | —  | —  | —   |
| utafaf      | —    | —    | —     | —  | —  | —  | —   |
| arp Penk    | —    | —    | —     | —  | —  | —  | —   |
| moy         | 6.30 | a.m. | 29.78 | 80 | 91 | NE | 100 |
| watow       | 9    | a.m. | 29.84 | 80 | 91 | —  | —   |

|                     |         |       |    |    |     |  |   |    |   |
|---------------------|---------|-------|----|----|-----|--|---|----|---|
| Anton .....         |         |       |    |    |     |  |   |    |   |
| Longkong .....      | 10 a.m. | 29.00 | 85 | 76 |     |  |   | O  | C |
| Victoria Peak ..... |         |       |    |    | ENE |  | I | 3  |   |
| ap Rock .....       | "       | 29.87 |    |    | ENE |  | I | 3  |   |
| asco .....          | "       | 29.88 | 84 |    | NE  |  | I | CT |   |
| alphong .....       | "       |       |    |    |     |  |   |    |   |
| anila .....         | "       | 29.88 | 84 | 71 | W   |  | I | C  |   |
| acodol .....        | 9 a.m.  |       |    |    |     |  | I | 3  |   |
| nillo .....         | "       | 29.85 | 81 |    | W   |  | I | 3  |   |
| shu .....           | "       | 29.00 | 85 |    | S   |  | I | C  |   |
| St. James.          | 10 a.m. |       |    |    |     |  |   |    |   |

September 8th, 1994, a.m.:

|               |         |      |       |    |    |    |   |   |
|---------------|---------|------|-------|----|----|----|---|---|
| ladivostock   | 7       | a.m. | —     | —  | —  | —  | — | — |
| emuro         | 6       | a.m. | 20.80 | —  | —  | WE | 4 | 2 |
| akodate       | 10      | —    | 20.81 | —  | —  | —  | — | — |
| okio          | 10      | —    | 20.90 | —  | —  | E  | 2 | 2 |
| ochi          | 10      | —    | 20.87 | —  | —  | —  | 0 | 0 |
| agasaki       | 10      | —    | 20.95 | —  | —  | —  | 2 | 2 |
| agoshima      | 10      | —    | 20.95 | —  | —  | —  | 2 | 2 |
| shima         | 10      | —    | 20.90 | —  | —  | S  | 2 | 2 |
| aba           | 10      | —    | 20.89 | —  | —  | —  | 2 | 2 |
| higakijima    | 10      | —    | 20.89 | —  | —  | SE | 2 | 2 |
| alohoku       | 5       | a.m. | —     | —  | —  | —  | — | — |
| aichu         | 10      | —    | —     | —  | —  | —  | — | — |
| ainan         | 10      | —    | —     | —  | —  | —  | — | — |
| oshun         | 10      | —    | —     | —  | —  | —  | — | — |
| escadours     | 10      | —    | —     | —  | —  | —  | — | — |
| elhaiwei      | 9       | a.m. | —     | —  | —  | —  | — | — |
| utafai        | 9       | a.m. | 20.84 | 78 | 95 | E  | 4 | 0 |
| Sharp Peak    | 10      | —    | 20.87 | 86 | 84 | —  | — | — |
| moy           | 6.30    | a.   | 20.77 | 80 | 91 | —  | — | — |
| watow         | 9       | a.m. | —     | —  | —  | —  | — | — |
| anton         | 10      | —    | 20.86 | 86 | 73 | —  | — | — |
| songkong      | 10 a.m. | —    | 20.89 | 83 | 73 | —  | — | — |
| Victoria Peak | 10      | —    | 20.86 | —  | —  | —  | — | — |
| Rock          | 10      | —    | 20.86 | —  | —  | —  | — | — |
| arao          | 10      | —    | 20.87 | 86 | —  | —  | — | — |

|           |        |       |    |     |     |   |    |
|-----------|--------|-------|----|-----|-----|---|----|
| anila     | 9      | 29.72 | 75 | 100 | NW  | 2 | r  |
| acolor    | 9      | 29.78 | 82 | —   | SSW | 3 | od |
| bile...   | 9      | 29.88 | 85 | —   | WNW | 2 | b  |
| abu       | 9      | —     | —  | —   | S   | 2 | o  |
| St. James | 10a.m. | —     | —  | —   | —   | — | —  |

Sept. 7 at  
Sept. 7 at

|                   |       |       |
|-------------------|-------|-------|
| Barometer .....   | 29.91 | 29.82 |
| Temperature ..... | 85    | 84    |
| Humidity .....    | 166   | 73    |

**RAINFALL**.....

| CAPTAIN.               | LAST REPORTED AT |
|------------------------|------------------|
| de B. Brock ... ..     | Shanghai         |
| R. Fremantle ... ..    | Wei-hai-wei      |
| Nugent ... ..          | Bahring Sea      |
| Windham, C.V.O. ... .. | Wei-hai-wei      |
| son Ommansen ... ..    | Wei-hai-wei      |
| G. Tufnell ... ..      | Singapore        |
| de Casar, M. M. ... .. | Un-              |

|                 |     |     |             |
|-----------------|-----|-----|-------------|
| der T. D. Pratt | ... | ... | Wei-hai-wei |
| Yangtze         | ... | ... | Wei-hai-wei |
| M. Tudor        | ... | ... | Wei-hai-wei |
| Hongkong        | ... | ... | Hongkong    |
| nest Barton     | ... | ... | Hongkong    |
| der C. Asser    | ... | ... | Wei-hai-wei |

|                         |             |
|-------------------------|-------------|
| V. Lewis, D.S.O. ... .. | Wei-bai-wei |
| Carrier ... ..          | Wei-bai-wei |
|                         | Hongkong    |

|               |                   |
|---------------|-------------------|
| Adore         | Wei-hai-wei       |
| B. F. Fackner | en route Weihaiwa |
|               | Shanghai          |

|                                 |                    |
|---------------------------------|--------------------|
| ... J. A. Cane                  | Shanghai           |
| ... J. A. Gregory               | Wei-hai-wei        |
| ... G. B. Powell                | Yantze             |
| ... Kirby                       | en route Weihaiwei |
| ... Frederick F. B. Noble       | West River         |
| ... Greet, E.N.                 | Wei-hai-wei        |
|                                 | Hongkong           |
| ... H. Nicholson                | Yantze             |
| ... E. Monro                    | en route Labuan    |
| ... Frederick Robert E. Vaughan | Hongkong           |
| ... Wian                        | Hongkong           |
| ... Frederick H. T. Atlay       | West River         |
| ... H. Moore                    | Hongkong           |

|                   |     |          |
|-------------------|-----|----------|
| der Davidson      | ... | Yangtze  |
| B                 | ... | Hongkong |
| cken              | ... | Hongkong |
| der E. V. Dugmore | ... | Yangtze  |

|                   |             |
|-------------------|-------------|
| Wilkinson         | Wei-hai-wei |
| Under R. H. Keate | Yangtze     |
| Stuart, C.M.C.    | Wei-hai-wei |
| St. John Farnham  | Yangtze     |

|                          |             |
|--------------------------|-------------|
| oder Ernest C. Hardy ... | Hongkong    |
| oder H. M. Wells ...     | Shantung    |
| oder Hugh Somerville ... | Wei-hai-wei |
|                          | Yangtze     |

der Wason ... Vangliss

\_\_\_\_\_

1992-1993



## Intimation.

# CHAZALON & CO.

WINE AND SPIRIT MERCHANTS,  
AND  
GENERAL STOREKEEPERS,  
(SUCCESSORS TO G. GIRAULT)  
6, QUEEN'S ROAD CENTRAL.

WE beg to inform the Hongkong public that we have just received by the  
French Mail Steamer *Ernest Simons*.

We specially recommend these products to our clients as they are of the first quality.

We have also received PRESERVED FRUITS of the finest brands.

STRAWBERRIES IN JUICE.....Per Bottle \$1.50

CHERRIES " " " " " 1.50

ASSORTED FRUIT " " " " " 1.50

CHERRIES IN BRANDY....." " " 1.75

APRICOTS " " " " " 1.75

PLUMS " " " " " 1.75

CRYSTALLIZED FRUIT of the First Quality at \$1.50 the Box of 1 lb.

We specially recommend the above to amateurs and connoisseurs.

Messrs. CHAZALON & Co. are renowned for the excellence of the Goods they offer to the public and the firm defies competition either in quality or price.

We also desire to inform the public that we have just received a consignment of WINE in Barrels which we are able to offer at the exceedingly low price of \$4.5 per Cask of 210 litres.

In a few days we shall have on sale a special preparation for mixing with a Wine that is clouded in the cask so that it becomes perfectly clear when bottled.

FOR

BLACK and WHITE WHISKY.



- PRICES -

BUCHANAN BLEND \$12.50 per Case. BLACK AND WHITE \$16.50 per Case.  
ROYAL HOUSEHOLD \$20.50 per Case.

## ARQUEBUSADE WATER

OF THE

HERMITAGE OF THE MARIST BROTHERS;  
OR IMPROVED VULNERARY LIQUOR.

Invigorating, Stimulating, Hygienic, Aromatic, of an acknowledged and quite exceptional efficacy.

The Arquebusade Water, known and appreciated throughout the greater part of France and abroad, justifies more and more the great fame it has acquired.

## USE OF THE ARQUEBUSADE WATER.

**INTERNALLY.**—From two to three spoonfuls in a glass of cold water, pure or sweetened, after falls, bruises, cuts, fractures, luxation, tearing of tissues, faintings, burnings, swoons, plague and cholera. For the last two cases it must be taken pure, six spoonfuls at a time. Experience justifies its efficacy as a preventive remedy against mortification and quinsy. The dose may be repeated several times a day.

The same dose, in a glass of hot and sugared water, instantly removes the fatigue of either a journey or a walk, is a great appetizer and often prevents colds.

Taken in an infusion of melissa, hyssop, ground-ivy, or violets, it is an efficacious remedy against gripes, difficult digestion, pains in the stomach, &c.

Taken pure after meals it is salutary to old people by warming their stomach, rendered cold by age, and accelerates digestion; but it is less suited to nervous persons and children to whom it must never be given without being well diluted with water.

**EXTERNALLY.**—It is a capital remedy against sprains, cuts, bruises, excoriation, burnings, fractures, any fresh wound, danger of mortification, heating of the feet, irritation of the skin after a walk.

Whenever it is possible rub hard with this liquid. A compress is saturated with it and applied on the affected part which is kept moistened by sprinkling it with this Water.

In case of wounds, after the dressing made with the Arquebusade Water, sprinkle the compress with a mixture of the Liquor and fresh water in equal parts.

It is also very advantageously used in frictions and in compresses used in headache, rheumatic and neuralgic complaints. For these last it is good to warm somewhat the liquid before being applied.

The ARQUEBUSADE WATER is of public interest, approved and recommended by the most eminent physicians of France, commends itself to all those who are anxious about their health in these countries where plague and cholera make often dreadful havoc.

PRICE.

The Litre ..... \$5.00

The Half-Litre ..... 2.50

CHAZALON &amp; CO.

Sole Agents for Hongkong, China and Japan.

Hongkong, 3rd September, 1904.

## SHARE QUOTATIONS.

Supplied by Messrs. BENJAMIN, KELLY &amp; POTTS. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

| STOCKS.                                                   | NO. OF SHARES. | VALUE.   | PAID UP. | RESERVE.    | AT WORKING ACCOUNT. | LAST DIVIDEND.                                           | APPROXIMATE YIELD PER CENT. | CLOSING QUOTATIONS. |
|-----------------------------------------------------------|----------------|----------|----------|-------------|---------------------|----------------------------------------------------------|-----------------------------|---------------------|
| <b>BANKS.</b>                                             |                |          |          |             |                     |                                                          |                             |                     |
| Hongkong & Shanghai Banking Corporation                   | 8,000          | \$125    | \$125    | \$1,000,000 | \$1,492,554         | Div. of £1.10 @ exchange 1/9 15/16                       | 6 1/2 %                     | \$648 sales         |
| National Bank of China, Limited                           | 4,453          | £10      | £8       | \$750,000   | \$21,668            | \$16.41 for first half-year 1904                         | 5 1/2 %                     | London 664          |
| Do. (Founders)                                            | 750            | £1       | £1       | \$175,533   |                     | \$2 (London 3/6) for 1903                                |                             | \$50                |
| <b>MARINE INSURANCES.</b>                                 |                |          |          |             |                     |                                                          |                             |                     |
| Union Insurance Society of Canton, Limited                | 10,000         | \$250    | \$100    | \$1,750,000 | \$1,959,026         | \$32 for 1902                                            | 5 1/2 %                     | \$5771 buyers       |
| China Traders' Insurance Company, Limited                 | 24,000         | \$83.33  | \$25     | \$1,992,333 | Nil                 | \$4 for year ended 30.4.1903                             | 6 1/2 %                     | \$62 sellers        |
| North China Insurance Company, Limited                    | 10,000         | £15      | £5       | \$1,500,000 | Tls. 271,589        | Final of £1 making £1 for 1902                           |                             | Tls. 674 buyers     |
| Yangtze Insurance Association, Limited                    | 8,000          | \$100    | \$60     | \$800,000   | \$1,862,84          | \$12 for 1902                                            | 9 1/2 %                     | \$135               |
| Canton Insurance Office, Limited                          | 10,000         | \$250    | \$50     | \$1,300,000 | \$110,551           | \$15 for 1902                                            | 7 %                         | \$121 buyers        |
| <b>FIRE INSURANCES.</b>                                   |                |          |          |             |                     |                                                          |                             |                     |
| Hongkong Fire Insurance Company, Limited                  | 8,000          | \$250    | \$50     | \$1,700,288 | \$371,110           | \$22 1/2 for 1902                                        | 7 %                         | \$335 sellers       |
| China Fire Insurance Company, Limited                     | 20,000         | \$100    | \$10     | \$1,000,000 | \$340,047           | \$6 dividend & \$1 bonus for 1902                        | 8 %                         | \$87                |
| <b>SHIPPING, TUG AND CARGO BOATS.</b>                     |                |          |          |             |                     |                                                          |                             |                     |
| Hongkong, Canton & Macao Steamboat Co., Ltd.              | 80,000         | \$15     | \$15     | \$1,200,000 | \$16,362            | \$14 for first half-year 1904                            | 10 %                        | \$30 buyers         |
| Indo-China Steam Navigation Company, Limited              | 60,000         | £10      | £10      | \$1,000,000 | £5,853              | 10/- for 1903                                            | 5 %                         | \$122 sales         |
| China and Manila Steamship Company, Limited               | 30,000         | \$50     | \$50     | \$1,500,000 | Dr. \$63,123        | \$5 for 1900                                             |                             | \$264               |
| Douglas Steamship Company, Limited                        | 20,000         | \$50     | \$50     | \$1,000,000 | Nil                 | \$3 for year ended 30.6.1903                             | 8 1/2 %                     | \$64 buyers         |
| "Star" Ferry Company, Limited                             | 10,000         | \$10     | \$5      | \$500,000   | \$1,287             | \$1.80 & b. 40 cts for year ending 30.4.04               | 5 1/2 %                     | \$41 sales          |
| Straits Steamship Company, Limited                        | 5,000          | \$100    | \$100    | \$500,000   | \$33,648            | \$5 for 2nd & 4-year making \$13 for 1903                | 8 1/2 %                     | \$155 sellers       |
| "Shell" Transport and Trading Company, Limited            | 2,000,000      | £1       | £1       | \$1,000,000 | £19,555             | Interim of 1/- (Coupon No. 4) for 1903                   | 4 1/2 %                     | 24/-                |
| Taku Tug and Lighter Company, Limited                     | 30,000         | Tls. 50  | Tls. 50  | \$1,500,000 | Tls. 865            | Interim of Tls. 14 for 1904                              | 12 %                        | Tls. 25 buyers      |
| Shanghai Tug and Lighter Company, Limited                 | 200,000        | Tls. 50  | Tls. 50  | \$1,000,000 | Tls. 55,541         | Interim of Tls. 2 for 1904                               | 9 1/2 %                     | Tls. 46 sellers     |
| Do. (Preference)                                          | 100,000        | Tls. 50  | Tls. 50  | \$500,000   |                     |                                                          | 7 1/2 %                     | Tls. 45 sellers     |
| <b>REFINERIES.</b>                                        |                |          |          |             |                     |                                                          |                             |                     |
| China Sugar Refining Company, Limited                     | 20,000         | \$100    | \$100    | \$2,000,000 | Dr. \$147,717       | Interim of \$5 for 1904                                  |                             | \$210 buyers        |
| Luxon Sugar Refining Company, Limited                     | 7,000          | \$100    | \$100    | \$700,000   | Dr. \$73,905        | \$3 for 1897                                             |                             | \$64 sales          |
| Perak Sugar Cultivation Company, Limited                  | 7,000          | Tls. 50  | Tls. 50  | \$350,000   | Tls. 1,456          | Tls. 24 for year ending 30.9.03                          | 4 1/2 %                     | Tls. 60 sales       |
| <b>MINING.</b>                                            |                |          |          |             |                     |                                                          |                             |                     |
| Société Française des Charbonnages du Tonkin              | 16,000         | Fcs. 250 | Fcs. 250 | \$1,000,000 | Fcs. 85,706         | Final of Fcs. 25 making Fcs. 55 for 1903                 |                             | \$490               |
| Raub Australian Gold Mining Company, Limited              | 150,000        | £1       | £1       | \$1,500,000 | Dr. £7,236          | No. 12 of 1/-                                            |                             | \$64                |
| Chinese Engineering and Mining Company, Ltd.              | 1,000,000      | £1       | £1       | \$1,000,000 | £6,671              | No. 2 of 1/-                                             |                             | Tls. 64 buyers      |
| <b>DOCKS, WHARVES &amp; GODOWNS.</b>                      |                |          |          |             |                     |                                                          |                             |                     |
| Hongkong and Whampoa Dock Company, Ltd.                   | 50,000         | \$50     | \$50     | \$2,500,000 | \$505,471           | \$5 dividend and \$2 bonus for first half-year 1904      | 6 1/2 %                     | \$225 sellers       |
| S. C. Farnham, Boyd & Co., Limited                        | 55,200         | Tls. 100 | Tls. 100 | \$5,520,000 | Tls. 48,153         | Tls. 7 final - Tls. 12 for year end. 30.4.04             | 7 %                         | Tls. 181 sales      |
| Tanjong Pagar Dock Company, Limited                       | 37,000         | \$100    | \$100    | \$3,700,000 | \$43,732            | \$5 for half year 1903                                   | 4 1/2 %                     | \$250               |
| Riley Hargreaves & Co., Limited                           | 6,000          | \$100    | \$100    | \$600,000   | \$50,936            | \$10 div. and \$2 1/2 bonus for 1903                     | 6 1/2 %                     | \$200 sellers       |
| Do. (Preference)                                          | 2,750          | \$100    | \$100    | \$275,000   | \$29,926            | \$7 dividend                                             | 6 1/2 %                     | \$110               |
| Howarth Erskine, Limited                                  | 12,000         | \$100    | \$100    | \$1,200,000 | \$28,015            | \$10 div. & \$2 1/2 bonus for 1903/4                     | 6 %                         | \$210 buyers        |
| Hongkong & Kowloon Wharf and Godown, Co., Ltd.            | 30,000         | \$50     | \$50     | \$1,500,000 | \$28,015            | Interim of \$2 1/2 for 1904                              | 4 1/2 %                     | \$113 buyers        |
| Shanghai and Hongkew Wharf Company                        | 20,000         | Tls. 100 | Tls. 100 | \$2,000,000 | Tls. 22,895         | Interim of Tls. 4 for 1904                               | 7 %                         | Tls. 153 sales      |
| Yangtze Wharf and Godown Company, Limited                 | 2,500          | Tls. 100 | Tls. 100 | \$250,000   | Tls. 1,760          | Tls. 18 for 1903                                         | 9 1/2 %                     | Tls. 190 sales      |
| New Amoy Dock Company, Limited                            | 6,000          | \$64     | \$64     | \$384,000   | \$489               | \$14 for 1903                                            | 4 1/2 %                     | \$274               |
| <b>LANDS, HOTELS &amp; BUILDING.</b>                      |                |          |          |             |                     |                                                          |                             |                     |
| Hongkong Land Investment and Agency Co., Ltd.             | 50,000         | \$100    | \$100    | \$5,000,000 | \$51,966            | Interim of \$6 for 1904                                  | 8 %                         | \$154 sellers       |
| Shanghai Land Investment Company, Limited                 | 52,000         | Tls. 50  | Tls. 50  | \$2,600,000 | Tls. 37,634         | Interim of Tls. 3 for 1904                               | 7 1/2 %                     | Tls. 111 sellers    |
| Tientsin Land Investment Company, Limited                 | 7,726          | Tls. 100 | Tls. 100 | \$772,600   | Tls. 325            | Interim of Tls. 3 for 1904                               | 7 %                         | Tls. 125 sales      |
| China Land and Finance Company, Limited                   | 6,000          | Tls. 50  | Tls. 50  | \$300,000   |                     | Interim of Tls. 2                                        |                             | Tls. 55             |
| Kowloon Land and Building Company, Limited                | 6,000          | \$50     | \$50     | \$300,000   | \$636               | \$2.60 for 1903                                          | 7 1/2 %                     | Tls. 55 buyers      |
| Wei-hai-wei Land and Building Company, Limited            | 3,764          | Tls. 25  | Tls. 25  | \$94,100    | Tls. 5150           | None                                                     |                             | Tls. 10             |
| West Point Building Company, Limited                      | 12,500         | \$50     | \$50     | \$625,000   | \$1,361             | Interim of \$1 1/2 for 1904                              | 5 %                         | \$61 sellers        |
| Hongkong Hotel Company, Limited                           | 12,000         | \$50     | \$50     | \$600,000   | \$11,668            | \$5 for first half-year 1904                             | 7 1/2 %                     | \$132 buyers        |
| Astor House Hotel, Limited (Tientsin)                     | 2,000          | Tls. 50  | Tls. 50  | \$100,000   | Tls. 41,000         | Final of Tls. 4 making Tls. 9 for 1903                   | 6 %                         | Tls. 150 sales      |
| Astor House Hotel Company, Limited (Shanghai)             | 30,000         | \$25     | \$25     | \$750,000   | \$9,989             | \$2 1/2 for year ended 30.6.1904                         | 7 1/2 %                     | \$30 sales          |
| Hotel des Colonies Company, Limited (Shanghai)            | 9,000          | Tls. 25  | Tls. 25  | \$225,000   | Tls. 13,986         | Tls. 0.875 for the year ending 31.3.1904                 | 5 1/2 %                     | Tls. 104 buyers     |
| Queen's Hotel (Wei-hai-wei)                               | 9,000          | Tls. 25  | Tls. 25  | \$225,000   |                     | First year                                               |                             | Tls. 25             |
| Tientsin Hotel, Limited (in liquidation)                  | 600            | Tls. 50  | Tls. 50  | \$30,000    | \$4,989             | \$5 for the year ending 28.2.1903                        | 12 1/2 %                    | Tls. 40 sellers     |
| Tientsin Hotel des Colonies, Limited                      | 1,400          | Tls. 50  | Tls. 50  | \$70,000    | Dr. Tls. 2,132      | Interim of Tls. 3 1/2                                    |                             | Tls. 40 sellers     |
| Humphreys Estate & Finance Company, Limited               | 150,000        | \$10     | \$10     | \$1,500,000 | \$99,177            | 90 cents for 1903                                        | 7 1/2 %                     | \$13 sellers        |
| <b>COTTON MILLS.</b>                                      |                |          |          |             |                     |                                                          |                             |                     |
| Ewo Cotton Spinning and Weaving Company, Ltd.             | 15,000         | Tls. 50  | Tls. 50  | \$750,000   | Tls. 11,655         | Tls. 4 for year ended 31.10.1903                         | 12 1/2 %                    | Tls. 30             |
| International Cotton Manufacturing Company, Ltd.          | 10,000         | Tls. 75  | Tls. 75  | \$750,000   | Tls. 88,034         | Interim of 5 % a/c 1898                                  |                             | Tls. 25 buyers      |
| Laou-kung-mow Cotton Spinning & Weaving Co., Ltd.         | 8,000          | Tls. 100 | Tls. 100 | \$800,000   | Tls. 15,500         | Interim of 4 % a/c 1898 on 6,000 shares                  |                             | Tls. 324 sellers    |
| Soy Chee Cotton Spinning Company, Limited                 | 2,000          | Tls. 500 | Tls. 500 | \$1,000,000 | Tls. 5,658          | 4 % for 1897                                             |                             | Tls. 150            |
| Hongkong Cotton Spinning, Weaving and Dyeing Co., Limited | 125,000        | \$10     | \$10     | \$1,250,000 | \$11,121            | Final of 60 cents making \$1 for the year ending 31.7.03 | 8 1/2 %                     | \$12 sellers        |
| <b>CIGARS AND TOBACCO COS.</b>                            |                |          |          |             |                     |                                                          |                             |                     |
| Shanghai-Sumatra Tobacco Company, Limited                 | 30,000         | Tls. 20  | Tls. 20  | \$600,000   | Tls. 1,091          | Interim of Tls. 3                                        | 9 1/2 %                     | Tls. 67 sales       |
| Alhambra, Limited                                         | 300            | \$100    | \$100    | \$30,000    | \$41,003            | \$125 for year ending 30.6.1900                          |                             | \$150 sellers       |
| Philippine Company, Limited                               | 67,500         | \$10     | \$10     | \$675,000   | \$57                | First year                                               |                             | \$91                |
| <b>MISCELLANEOUS.</b>                                     |                |          |          |             |                     |                                                          |                             |                     |
| Green Island Cement Company, Limited                      | 100,000        | \$10     | \$10     | \$1,000,000 | \$32,115            | \$1.50 for 1903                                          | 5 %                         | \$304 sales         |
| China-Borneo Company, Limited                             | 60,000         | \$12     | \$12     | \$720,000   | Nil                 | 60 cents for 1903                                        | 5 1/2 %                     | \$11 buyers         |
| A. S. Watson & Co., Limited                               | 60,000         | \$10     | \$10     | \$600,000   | \$2,883             | Final of 50 cents making \$1 for 1903                    | 6 1/2 %                     | \$144 sa. and b.    |
| Watkins, Limited                                          | 10,000         | \$10     | \$10     | \$100,000   | \$1,042             | \$1 for 1903                                             | 11 %                        | \$104 buyers        |
| Singapore Dispensary, Limited                             | 600            | \$50     | \$50     | \$30,000    | \$800               | \$5 for year ended 31.7.1903                             | 7 1/2 %                     | \$70                |
| China Provident Loan & Mortgage Company, Ltd.             | 100,000        | \$10     | \$10     | \$1,000,000 | \$1,171             | 80 cents for 1903                                        | 8 1/2 %                     | \$90 sales          |
| Hongkong Electric Company, Limited                        | 30,000         | \$10     | \$10     | \$300,000   | \$1,747             | \$1.00 for year ending 30.4.1904                         | 6 1/2 %                     | \$15 buyers         |
| Hongkong & China Gas Company, Limited                     | 7,000          | £10      | £10      | \$700,000   | £7,625              | £1 div. and 2/- bonus for 1903                           | 5 1/2 %                     | \$100 buyers        |
| Shanghai Gas Company, Limited                             | 10,666         | Tls. 50  | Tls. 50  | \$533,300   | Tls. 7,548          | Interim of Tls. 3 1/2 for 1904                           | 8 1/2 %                     | Tls. 974 sales      |
| Shanghai Waterworks Company, Limited                      | 7,300          | Tls. 20  | Tls. 20  | \$146,000   | Tls. 7,369          | Interim of 15/- for 1904                                 | 7 1/2 %                     | Tls. 395 sales      |
| Tientsin Waterworks Company, Limited                      | 2,000          | Tls. 100 | Tls. 100 | \$200,000   | Tls. 667            | Final of Tls. 4 making Tls. 8 for 1903/4                 | 6 %                         | Tls. 140            |
| Tientsin Native City Waterworks Company, Ltd.             | 2,941          | Tls. 100 | Tls. 100 | \$294,100   | Tls. 413            | Tls. 2 for half year                                     |                             | Tls. 120            |
| Hall & Holtz, Limited                                     | 21,000         | \$20     | \$20     | \$420,000   | \$13,104            | Final of \$1 1/2 making \$3 1/2 for 1903                 | 11 1/2 %                    | \$304 sales         |
| Lace, Crawford & Co., Limited (Shanghai)                  | 2,500          | \$100    | \$100    | \$250,000   | \$21,182            | Final of \$7 making \$12 for year end. 29.2.04           | 9 1/2 %                     | \$150 buyers        |
| Hongkong Rope Manufacturing Company, Ltd.                 | 10,000         | \$50     | \$50     | \$500,000   | \$8,395             | \$10 for 1903                                            | 7 1/2 %                     | \$140 buyers        |
| Geo. Fenwick & Co., Limited                               | 6,000          | \$25     | \$25     | \$150,000   | \$10,517            | \$3.75 for 1903                                          | 7 1/2 %                     | \$84 sellers        |
| Hongkong Ice Company, Limited                             | 5,000          | \$25     | \$25     | \$125,000   | \$5,844             | Interim of \$4 for 1904                                  | 7 1/2 %                     | \$10 buyers         |
| Straits Ice Company, Limited                              | 2,000          | \$100    | \$100    | \$200,000   | \$45,000            | \$7 1/2 for second half year 1903                        | 9 %                         | \$165 sales         |
| Hongkong High-Level Tramways Company, Ltd.                | 1,250          | \$100    | \$100    | \$125,000   | \$4,283             | \$20 for year ending 30.11.1903                          | 7 1/2 %                     | \$80 buyers         |
| Dairy Farm Company, Limited                               | 10,000         | \$7 1/2  | \$7 1/2  | \$75,000    | \$3,029             | \$1 1/2 for year ending 31.7.1903                        | 6 1/2 %                     | \$30 buyers         |
| Campbell, Moore & Co., Limited                            | 1,200          | \$10     | \$10     | \$12,000    | \$596               | \$3 for 1903                                             | 8 1/2 %                     | \$37 buyers         |
| Bell's Asbestos Eastern Agency, Limited                   | 8,604          | 12 1/2   | 12 1/2   | \$107,550   | £161                | 6d. per share for 1903                                   | 5 1/2 %                     | \$                  |